

SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A WEEKLY NEWSPAPER FOR SEAFARING FOLK AND THEIR FRIENDS.

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AS OTHERS SEE US.

Morning Advertiser.—"Able and smartly written."

Literary World.—"Will be appreciated by all who go down to the sea in ships."

Gossip.—"Much valuable information, otherwise unobtainable, is to be found in its pages."

Glasgow Herald.—"It is racy of the ocean, full of interesting matter, and has plenty of jollity."

The Star.—"What sailors are interested in, and need to know, is culled from all quarters."

The Evening News.—"Brightly and pleasantly written, and contains much that is sure to command the interested attention of the general reader."

The Greenock Telegraph and Clyde Shipping Gazette.—"The venture is likely to attract the attention of all interested in shipping and prove a success."

The Glasgow Evening News.—"The vessel is a goodly one and the cargo includes all sorts of wares likely to recommend themselves to seafaring folk and their friends."

The Glasgow Bailie.—"I am glad to join in the chorus of congratulation which the new venture has elicited from metropolitan and other journals of all shades of opinion. Avoiding politics, and repudiating any desire to set class against class, SEAFARING aspires to interpret the 'message of the sea' from the mariner's point of view, while dealing even handed justice to owners, officers, and crews alike. As it seems to me, there is room for such a journal, especially when it is so brightly written, attractively got up, and ably conducted as the one before me."

The Weekly Budget.—"Among all the classes into which the British nation is divided there is no one whose interests are of more importance, either to themselves or to the nation, than the seafaring class, including sailors and fishermen. It is somewhat remarkable that in these days this class has hitherto had no special Press organ to express their views and to advocate their special interests. They are to be congratulated that this is no longer the case. A new paper, entitled SEAFARING, has been started, which is in all respects suited to serve their purposes. It is published weekly, on Saturdays, and the few numbers which have appeared give promise of a career of much prosperity and usefulness."

YARNS.

XX.

DEAD SEA FRUIT.

["All that glisters is not gold."]

'Twas the voice of a skipper, we heard him complain,

"Alas, here's a dun looking for me again,
Ah, why did I marry and add to my ills,
Or why should the ladies not pay their own bills?"

You may rave as you please about conjugal life,

And the joy of possessing a dear little wife;

But 'tis little you know of such matters, I ween,

Or seldom her smart 'little bills' have you seen.

You call me a cynic? Just look at this bill,

'Tis a hair-dresser's one, and the *Times* it would fill;

Sixty pounds for her tresses, for plaits thirty more,

And etceteras that make it a hundred and four!

Don't you see through her now? That lock which I wear

In my locket as priceless is not her own hair,

But a piece of the rubbish for which I must pay,

Don't you envy the Skipper, ye bachelors gay?

It may once have belonged to some light-selling blonde,

Some maniac, or convict, or poor *demi-monde*,

From whose head when the last door of hope had been shut,

By a nurse or attendant 'twas ruthlessly cut.

Her teeth, too, of course, which I used to admire,

I know to be false, and disgust they inspire;

'Pon my word, it would hardly a fellow surprise,

To find that his wife had a false pair of eyes.

And that delicate nose with which I was caught,

Is it really her own, or one that she bought?

I begin to suspect, though I'm ceasing to care,

That it's no more her own, than her teeth or her hair."

XXI.

THE HAUNTED SHIP.

It was over ten years ago that I was A.B. aboard an Aberdeen clipper plying between London and Sydney. Our crew was motley, to say the least of it. They belonged to as many different nationalities as did the bos'un's sweethearts, which were catalogued in SEAFARING a fortnight back. Yet they were all Europeans, and had white men's feelings, with one exception. The "boy" was a half-caste, half Spaniard, half nigger, and the worst elements of each seemed in him to predominate in succession. Jumbo, for such was his name, had all the cheek and childishness of the true African, combined with the passionate vindictiveness of your genuine Spaniard. He would tread on all our favourite corns, say the wildest and most reckless things to everybody, would goad fiery-tempered tars to fury, and placid men to sulky irritation, and would then stave off a sound thrashing by showing his teeth and his knife in such a way as made even the biggest of us just a bit shy of him. Once, when he had hit the skipper himself in a weak place, he was at last ordered a good sound hiding, and well I remember the panic which seized on all hands, when just as he was about to taste the rope's end that he so richly deserved he broke away from his executioners, and stood facing them, half-naked, foaming at the mouth, his hair bristling, his evil eyes flashing red fire, his ugly face contorted, his huge hands twitching convulsively.

"I pass," said a Yankee.

"Ay, that I do," said another.

"By God, I don't lick him, neither!" ejaculated a third, putting his hands in his pockets, and moving off. And the upshot of it all was that Jumbo was allowed to go scot free, and sulk himself back into his ordinary temper, where and how he listed. We weren't cowards; no, it was quite t'other way round. But we didn't like to be scratched, or bitten, or stabbed by a chap whom most of us soon began superstitiously to regard as brother to Old Harry.

One grey, squally twilight, when all hands were aloft shortening sail, there rang out the startled cry—how it makes your flesh creep!—"Man overboard!"

I happened to be hauling out the weather earing of the mizzen topsail at the time, and a few seconds later I saw the black head of Jumbo on the white crest of a sea on the lee quarter.

The man at the wheel was of course keeping the sails shaking while we reefed, and the helm was jammed hard down and the mainyard thrown aback in less than no time. There was not a heavy sea

running, but it was heavy enough to make the lowering of a boat awkward work. A couple of handshad to go from each mast to man her, and that caused some delay. Bill the boatswain took charge of the boat—the first and last time I ever saw the boatswain of a ship take charge of a boat under such circumstances. When the boat had got clear of the ship—

"Did ye see who it was?" said each of the crew to his neighbour.

"Give way, damn your eyes," said the boatswain, adding, "It was Jumbo."

Somehow or other, from that moment forward, the search was not the least bit more energetic. It even seemed to flag somewhat, and in a very short time the boat was back alongside, and the crew came aboard.

"We've done all we could, haven't we?" was everybody's question to everybody. And for some days after the event, whenever there was any talk of the black boy's fate, all hands eagerly repeated the question. It seemed as though each man of that boat's crews felt just the slightest twinge of conscience—felt as though he individually might have tried harder to pick up the drowning man.

Well, in no long time the squally weather gave over for good, and we were becalmed. Day after day not a breath of wind stirred the sails or rippled the sluggish sea. Water began to run short; we grew anxious. Then it was that the black's absence, which had at first seemed a great relief to the whole ship's company, became a source of terrified remorse.

"If we'd only searched a bit more for him!" was the general whisper. One night Bill the boatswain came into the fore's'l, where a lot of us were sitting moodily doing nothing, and fell down all in a heap, trembling and muttering like a maniac. Bill was a strong man, and at first, not attributing his abject condition to fear, we thought he was suffering from some kind of stroke or fit. We lifted him up and fetched the skipper, who gave him a stiff tot of rum. At last he spoke.

"I've seen him!" he panted hoarsely; "I've seen him."

"Who've ye seen, my hearty?"

"Why, Jumbo, standing by the windlass as clear as you stand there, boys; standing and looking at me, looking, looking—"

He broke off, as though words failed him, and hid his big bearded face in his hands, and whimpered like a child.

"Tell ye what 'tis," said an old shell-back, "we've been and murdered Jumbo, and he's haunting us!"

The words came like a knell of doom to frightened ears. No man dared look his brother in the face. A horrible conviction seemed to freeze up every heart.

In a week's time nearly every man on board had seen him!

Sometimes he seemed to stand by the steersman at the wheel; sometimes he was by the captain on the poop; sometimes he met you on the companion ladder; sometimes he loomed among the rigging, or reared himself from the bosom of the phosphorescent midnight sea. All who saw him, and were not too shaken to describe what they saw, spoke of his look. The old demoniac ugliness seemed to have vanished, and in its place was an expression so awfully reproachful, so pathetically

sad, that the beholder was beside himself with mingled guilt and fear. The calm ceased not, and what between the inaction it enforced and the awful apparition which haunted us, a terrible change seemed to be coming over the men. Nerves seemed to be strained to cracking point, and at last a relief was found in—blood!

Bill, the boatswain, and Jim, one of our finest A.B.'s, had some words with one another. Words led to blows, blows to knives. There was a struggle, and Bill was stabbed, and lay dead on deck long before the startled on-lookers had had time or thought to interfere. Jim was seized, and put in irons, although not without difficulty, for among the chaps set to secure him there were very few who did not feel that they were just as guilty. Shortly after, the man who first laid hands on Jim went raving mad. We locked him up in the fore peak, but one night a terrible cry rang through the ship, and in the morning he was found dead in his prison. Whether he put an end to himself was not known; indeed he had no visible means of so doing. But the effect on his comrades was appalling.

Tom Banks, his old chum, a man who hailed from the same village in Dorsetshire, moped about for days, and when no one was looking he jumped overboard and was quietly drowned. Very soon deadly sickness got us into its clutches, and first one and then another, and another, and another went to his long rest in the restless sea. In all their wanderings, amidst words about home, and sweetheart and friend, came always that dread reference to the black lad's ghost.

Some died, fancying that his hands were at their throats—that he was crying for vengeance, and would have it eternally. Others only moaned, "How he looks at me! God have mercy, how he looks!"

At last, to cut a long story short, only such of our crew as had not been in the boat were left alive. I was of the number. None of us had ever seen the awful ghost, and as we compared notes and found out that we who still lived were nowise guilty, hope sprang up within us. For some days clouds had been gathering on the horizon, and, as though to fan our hopes into active life and to nerve us to action, a whistling breeze came over the sea, filling the sails at last and wafting us away from the horrible nightmare that so long had bedridden us. The wind increased to a storm; we were terribly shorthanded, but at length—Heaven be praised—we sighted land, and made our port, not, however, till we had long since been posted as missing.

XXII.

THE PHOENIX ADVENTURERS.

The following yarn, which is an abbreviated version of a letter from Sir R. Morier to Lord Salisbury, is none the less interesting as an example of British pluck and enterprise because it happens to be true. On a large scale Russian map, giving both the European and Asiatic halves of that empire, it will be seen that there runs out at the juncture of the two halves what seems a monster promontory, between lat. 70 and 75, and enclosing a gulf into which there pour themselves, from far away south, two rivers, that have been compared to the gigantic streams of America, navigable for vessels of deep draught up into the very heart of Asia to the frontier of China, the Obi and the Yenisei. The apparent promontory and gulf are really islands and a sea, the former described collectively as Novaia Zemlia,

the other as the Sea of Kara. The promontory when examined closer is seen to be pierced by three channels, one at its immediate base—namely, the Yugerski (or Petts) Strait, a very narrow inlet; one further up and much wider, called the Kara Gates, or also the Iron Gates, from their supposed closure by ice; a third, the Matochkin Straits, narrow and tortuous. The navigation of the Kara Sea had always been supposed to be impossible owing to the ice. An attempt was made to establish a regular passage out of the sea some forty years ago, which did not succeed, and the theory was set up that no commercial road could be established. The question, however, had become one of those nautical puzzles which ambitious navigators dream about. This laid a strong hold on the imagination of Joseph Wiggins, a young English mate on board a brig in the Archangel trade. Learning that "Kara," in Tartar, meant black, he inferred that such a name could never have been given to an ice-bound sea, and that therefore the Kara Sea implied open water. Having acquired extraordinary distinction in his profession (he was for six years examiner for the Board of Trade), and been successful in various ventures, he fitted out, as soon as he had money enough of his own, a small Arctic-built steam yacht of about 120 tons, the *Diana*, with which he solved the problem in 1874, by sailing through the Kara Straits to the mouth, first of the Obi, and afterwards to the estuary of the Yenisei. The voyage demonstrated that at certain seasons the straits, the southern portion of the Kara Sea, including the whole of the coast to both rivers, and the estuaries of those rivers, must be free from ice. It was thanks to this voyage by the *Diana* that Nordenskjöld was enabled in 1875 to make his first voyage to the Yenisei, and ultimately his celebrated journey through the Behring Straits. A scientific expedition of this kind, fraught with the greatest commercial possibilities for the future, undertaken entirely at his own expense by a man of small means, ought to have met with far other encouragement amongst mercantile classes in England than it did. Mr. Wiggins, however, was not to be daunted. He had exhausted his means in the *Diana* expedition. He could only afford next year to make the attempt in a sailing cutter of twenty-five tons, and a crew of eight men. He was blown back in his attempt to pass the Kara Straits, but nevertheless did invaluable work during six weeks by taking soundings, and proving that all the approaches were free of ice. At last, in 1876, a Russian mine proprietor in Siberia, M. Siberiakow, offered to contribute £1,000 for the accomplishment of the voyage through the Kara Sea into the Yenisei, and a similar sum was forthcoming from an English yachtman who had come across Mr. Wiggins, and had learnt to appreciate his work. A 100-ton steamer (the *Thames*) was fitted out, and with her Mr. Wiggins not only crossed the Kara Sea, but ascended the Yenisei for nearly 1,000 miles. The ship came to grief with the breaking up of the ice in the following spring. However, there could be no doubt that there existed a navigable waterway, if one only knew how to navigate it, from the heart of Asia and the untold mineral and agricultural storehouses of Siberia, 2,000 miles inland, to the markets of Europe. Accordingly, in 1879, a Liverpool firm placed the *Warkworth*, a 500-ton steamer, at the disposal of Mr. Wiggins, who successfully carried a cargo and brought one back from Nadim, at the mouth of the Obi. Five steamers were next year freighted from England for the Obi, and one by M. Siberiakow for the Yenisei. Mr. Wiggins was offered charge of the British expedition, but refused, and condemned the ships as unfit for the work. All six ships came to grief. The result was universal disappointment. Mr. Wiggins, however, stuck to his theory, and succeeded last year in finding a few bold spirits, who, having formed themselves into a small limited company, and assumed the name of "The Phoenix Merchant Adventurers," bought an iron steamer of 400 tons, freighted her with samples, with which Mr. Wiggins started from Newcastle-on-Tyne for Yeniseisk—the first large town on the Yenisei, some 2,000 miles from the mouth of that river, and within a few hundred versts from the Chinese frontier. For a very long way from the mouth up the river the navigation was practically unknown, and Mr. Wiggins, with a ship drawing 11 ft. of water, had to pick his way as best he could, and was piloted for a considerable distance by the blind chief of a Samoyede tribe, whose accurate description from memory of the landmarks enabled the *Phoenix* to ascend in safety. On October 9th,

1887, for the first time, a sea-going steamship, carrying her own cargo from across the ocean, cast anchor and landed her goods in the heart of Siberia. She was received with enthusiasm by the population, men buried alive suddenly seeing themselves brought into contact with the world.

Sir R. Morier succeeded in getting the whole of the cargo of the *Phoenix* admitted free of duty, obtained a five years' concession for the free entry of certain classes of merchandise up to the Yenisei, and a similar concession of one year for the Obi. The great difficulty he had to contend against, however, was obtaining permission for the *Phoenix* to navigate the 2,000 miles of river from Yeniseisk to the mouth of the Yenisei. By Russian law river navigation is the exclusive right of Russian subjects under the Russian flag. The whole enterprise, however, would have fallen through if the *Phoenix* had not been allowed to take a return cargo down the river and meet the Arctic steamer, the *Labrador*, fitted out for this year's venture, which is bringing a cargo from Newcastle-on-Tyne to exchange at Golchika, at the mouth of the Yenisei, with that from Yeniseisk, for there are as yet no Russian steamers on the river of sufficient draught and power, or with the necessary fittings to convey the machinery and other heavy goods which constitute the bulk of the imports.

SEAFARING DISASTERS.

A cablegram from Monte Video reports: *Countess of Derby* has been on fire. Damage to ship and cargo at present unknown.—*Terrible*, tug boat, of North Shields, foundered off Newbiggin Point. Crew landed in own boat.—A diver has examined the *Gomest*, wrecked on Stag Rocks, and found damage to bottom so extensive that the agent of the Dundee Salvage Company, who had contracted to save her, abandoned it.—*Isabella Brown*, while leaving Northumberland Dock, Shields, loaded, struck the pierhead, doing damage thereto.—Lloyd's agent at Manila telegraphs, August 22nd: *City of Philadelphia*, from Yliolo for New York, went ashore, but was got off after discharging part of cargo; will be able to proceed in a few days.—*Fortunata M.*, Italian barque, Marseilles for Maceio, laden with general goods, has put into Bahia leaky.—*Cora Maria*, steamship, of London, sailed from Newport, when off the Nash Light machinery became disabled, and the steamer put back to Penarth Roads to repair.—*Florence*, British steamer, Odessa for Rotterdam, laden with grain, has grounded at Dohanasland, Gallipoli.—*Herbert*, from Swansea for Algoa Bay, put back to former port leaky.—A collision reported to have occurred in Swinmunde Harbour between British steamer *Free Lance*, from Stettin for Brakestad, in water ballast, and German steamer *Petersburg*, from Konigsberg for Stettin. Former uninjured, latter put aground to prevent her from sinking.—As the steamer *Winston* was proceeding down the Thames, when in Limehouse Reach collided with the *Southmoor*, steamer, coal laden, striking her on the starboard side and causing her to sink. *Winston* received damage to bows. The *Southmoor* is an iron screw steamer of 972 tons, built at Newcastle in 1877, and owned by the Trading Steamship Company.—Lloyd's agent at Greenock telegraphs, August 24th: It blew a heavy southerly gale throughout the night. Several boats have been smashed on the shore, and a small yacht driven ashore.—The *City of Liverpool*, from Quebec, during a gale on July 28th sprang a leak and jettisoned deck cargo, and arrived in the Mersey waterlogged.—*William Thomas*, from Drogheda for Ayr, laden with stone, put into Strangford, August 24th, with loss of mainboom and several sails, and leaky. One man disabled.—Lloyd's agent at South Shields telegraphs August 24th: *Nereid*, of Newcastle, laden, collided with the *Polly*, schooner, of Faversham, cutting her down to the water's edge. Steamer not damaged.—*Everstoe*, British steamer, got aground in the Danube at 33 mile post.—*Wisconsin* (s) arrived at New York, August 24th, with machinery slightly deranged.—*E. W. Gale*, British brigantine, for Bordeaux, is reported from St. John, N.B., to have put back to that port in tow waterlogged, having been ashore.—Norwegian barque, *Porro*, from Bahia, has arrived at Delaware Breakwater, leaking slightly, with loss of fore and mainmast, in tow of a steamer.—Passenger steamer, *Bonnie Doon*, of Bristol, reports that while on passage

to Weston-super-Mare and Ilfracombe, last week, at Portavon, River Avon, rear warp chock gave way, and, flying up, struck and injured two passengers on saloon deck.—Telegram from Brisbane, August 24th, states: *Angers* (s) got off and proceeded. Leak has been found and stopped. About 500 tons of cargo damaged.—*Chateaubriand*, British barque, employed in the Chinese coasting trade, has put into Shanghai with loss of rudder.—As the passenger steamer *Eagle*, belonging to the General Steam Navigation Company, was proceeding down the Thames, August 24th, she went athwart the W. India Dock buoys, doing damage to port bulwarks, and rail.—*Lero*, British steamer, Sebastopol for Pernau, laden with salt, has grounded at Lyserort Riff.—A telegram from Calcutta states that the *Champion*, thence to Australia, had put back with loss of anchors and leaky, and must dock for repairs.—Rosario telegram states that a fire broke out on board British steamer *Dilsberg*; cargo slightly damaged; will be surveyed.—British steamer, *Samana*, Jamaica to Boston, put into Baltimore; crank shaft broken; captain dead, first officer in charge.—Steamer *Strathmore* has arrived at Colombo with machinery out of order.—Steamer *Angers* arrived at Cooktown leaking badly; jettisoned about 300 tons of cargo; proceeded for Melbourne, pumps being able to keep her free.—Telegram from Copenhagen states: Swedish schooner, *Emanuel*, from Sundswall for Cape, wood, grounded at Lynetten, but was afterwards assisted off without having sustained any injury. Salvage engagement 500 kroner. Will proceed.—As steamer *Hispania* of Gothenburg, was proceeding up Bugsby's Reach, when opposite the Derrick she ran off her helm, sinking the sailing barge, *Rapid*, of London, and doing damage to steam collier, *Joseph Rickett*, on starboard side. The barge and collier were fast at the Derrick. The master of the *Cordillera*, from Salaverry, arrived at Liverpool, reports: On the 10th inst., in 44 N. 22 W., experienced a heavy N.N.W. gale, and vessel was struck by a heavy sea, which smashed one boat, bent upper topgallant bulwarks, burst cabin door, and filled cabin with water.—A telegram from Lundy Island, August 26th, reports passed up: *Parramatta*, ship, of Mandal, Quebec for Cardiff, with loss of mizenmast, in tow of *Stormcock*, tug, of Newport.—*Useful*, schooner, of Fleetwood, a small vessel of 51 tons, from Irvine to Drummore, coal laden, got ashore on Kilness Point, two miles south of Drummore. Vessel under water at high tide, and likely to become a total wreck. Crew saved by landing in own boat.—Lloyd's agent at Quebec cables, August 27th: *Gylfe*, Quebec to Greenwich, was spoken on the 21st inst. in lat. 47.14, long. 44.33, in distress.—A telegram dated Seahouses, August 27th, reports: *Scottish Mail*, Aberdeen to Newcastle, laden with stone, has gone ashore at Knavestone. Crew saved.—The *Huntingdon* (s), in entering Grimsby, struck the quay wall; broke two plates.—*Amanda* (s), of Hartlepool, from Neder Kalix for Lisbon, with wood, has gone ashore at Husvalla, Oland; subsequently got off, filled, and sank in five fathoms water.—*Hermes*, salvage boat, on the spot.—The *Russell*, Norwegian barque, Cumberland for Rosario, with rails, arrived at Ayr leaking two feet per hour.—The *Resolute* (s), from Newcastle for Harwich, arrived at Grimsby, August 27th, with engines broken down.—The *Elizabeth and Ellen*, of Carnarvon, from London with cement for Whitehaven, put into Dover, August 27th, leaky.—*Foraeret*, of Olsen, from Par, with clay for St. Petersburg, put into Fowey, August 27th, leaky, and will have to discharge.—The derelict barque *Emily*, of Tvedstrand, from Sheet harbour for Bordeaux, was passed by the *To Venner*, which has arrived at Falmouth on the 17th inst., lat. 44 N., long. 27 W., which put mate and two hands on board.—Cablegram from Quebec states that the steamer *Bratsberg*, Sydney for Montreal, coals, is ashore St. Felicity; forehold full of water.—The steamer *Glen Rosa*, from Ipswich, was towed into Southend last Monday evening by the steamer *Seine*, with engines disabled. The steamer *Clacton* went alongside and embarked the passengers from the *Glen Rosa* for conveyance to London.—Steamer *Brooklyn City* arrived Bristol on Monday from New York. She grounded in river Avon, on Sunday, coming up river, damaging propeller, rudder, &c. Has docked and is discharging.—Steamer *Kate* took fire at Odessa, (Continued on page 5.)

HOTEL DIRECTORY.

- A**BERDEEN.—ADELPHI HOTEL, Adelphi-court, Union-street. Comfort and moderate charges.
- B**ATH.—YORK HOUSE FAMILY HOTEL. Established 1765. First-class Establishment, with numerous suites of elegant Apartments for Families and Gentlemen. Tariff revised and moderate.
- E. ASHCROFT, Proprietress.
- And at St. Vincent's Rocks Hotel, Clifton.
- B**ATH.—WALDRON'S PRIVATE HOTEL, 2, Queen's-square. Comfortable suites of rooms for large or small families.
- B**IRMINGHAM.—GREAT WESTERN HOTEL. First-class accommodation for Families and Commercial Gentlemen at moderate rates. Centrally situated, and replete with every comfort. Night Porter. Stock Rooms.
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- E. NELSON HAXELL, Proprietor.
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- T. WESTWORTH, Manager.
- B**RISTOL.—CLIFTON DOWN FAMILY HOTEL. Facing the Suspension Bridge Clifton. For Families and Gentlemen.
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- C**ARDIFF.—PARK HOTEL. Now open for the reception of Visitors; 150 luxuriously furnished Rooms. "Everything that can tend to increase the comfort of the occupants has been carefully studied. Throughout the Hotel the most minute attention has been paid to sanitary matters. An air of refinement and elegance pervades everything everywhere. The most complete arrangements have been also made in the matter of Stock Rooms and Baggage Rooms for the convenience of Commercial Gentlemen."—*Vide Public Press*. Moderate tariff.
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- D**IEPPE.—GRAND HOTEL. Facing the Sea. First-class Family House. Price en pension from 10 francs a day.
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- L**IVERPOOL.—SHAFTESBURY TEMPERANCE HOTEL, Mount Pleasant. Three minutes' walk from stations. Containing over 100 rooms. Excellent accommodation for Families and Commercial Men. Charges moderate. Night Porter. Bed and attendance from 2s. 6d.
- L**IVERPOOL.—CREWE'S HOTEL, 88 and 90, Duke-street. Established 1840. Single Bedroom, 2s. Meat Breakfast, 1s. 6d. Table d'Hôte daily; three courses. Plain Tea and Toast, 1s. No attendance charges. Smoke Rooms, Bass's Beer, &c.

IN THE DOG WATCH.

BY ALL HANDS.

The Seamen's Union at Sunderland is evidently not idle. It appears that the Dundee ship *Panmure* has just been supplied with a crew from Liverpool on account of the Liverpool wages being 10s. less per month than at Sunderland. The *Panmure*, laden with coke and steel rails, is bound for Port Pirie, South Australia. Thence she goes to California, and, as the voyage will be necessarily long, a great saving will be effected. The affair caused considerable excitement amongst the seafaring men of Sunderland, who have the Union to thank for the increased pay prevailing there. If seamen in all ports were to join the Union and stand firmly together they would soon obtain justice.

That the dangers of the shore are sometimes more than the dangers of the deep, many a shellback knows to his sorrow, and right glad he often is to exchange the former for the latter. He, if any man, can endorse the American poet's lines:—

Ah, well of old the Psalmist prayed,
Thy hand, not man's, on me be laid.
Earth frowns below, Heaven weeps above,
And man is Hate, though God be Love.

When a seaman has escaped from the vermin of the human species who suck his blood while he is ashore, it is hard lines that he should be pestered at sea by other vermin. Nevertheless we are informed by a Liverpool journal that

The British barque *Douglas* has arrived at Philadelphia from Monte Video, after an experience which makes the imaginary or plagiarised horrors of Rider Haggard seem tame. A cargo of bones was shipped, and the bones were not properly cleansed. They bred loathsome bugs, which drove the crew nearly crazy with disgust. The ship was alive with these crawling torments. They crept into the eyes of waking men, into the ears and mouths of those who tried to sleep. Swept off, washed away, stifled with burned sulphur, they swarmed again in undiminished numbers. Even in port, after weeks of effort, barrels of bugs were taken out of the hold, and the decks were covered with them. The sailors say that, of all the terrors of the sea, this was the worst they had ever encountered, and their gaunt figures, drawn faces, and discoloured skin prove that their sufferings were not merely mental.

We regret that a few barrels of the bugs were not let loose in the residence of the person responsible for this. It would be interesting to trace that cargo. Rightly or wrongly, sailors often suppose that the biscuits they have to eat at sea are largely composed of bone dust.

The jolly watermen at Gosport are, it seems, not devoid of guile. While Nelson's famous flagship, the *Victory*, has been docked for the repairs which are nearly finished, and which, by-the-way, will not leave much of the original planking, the Gosport watermen, who were in the habit of taking visitors out to her moorings, have been deprived of their principal source of income, so they have been "persuading unsuspecting strangers that the *Duke of Wellington* was Lord Nelson's famous flagship." And serve the strangers right, say we. People who do not know all about the *Victory* deserve to pay for their ignorance.

According to intelligence from Hamburg, Captain Fry, of the steamship *City of Lincoln*, has succeeded, with the assistance of his crew, in capturing the crocodiles which made their escape, and had been disporting themselves in the Elbe. Why the crocodiles were not killed instead of being captured is not explained, neither are we told what is to be done with them. It is to be hoped that they are not being reserved as Christmas presents.

An amiable old lady, who always had a good word for everybody, entered a room where several people were engaged in slandering their neighbours. The old lady, who defended the absentees, was asked whether she had nothing to say in defence of the devil. "Yes, my dears," she replied; "he sets us all such a good example of industry. If we all attended to our business as well as he does, we should not waste time in attacking our neighbours." The old lady might have added, as a point in his favour, that he is most obliging in finding occupation for idle hands. The boy who, by tampering with the steering gear of the steamer *Bridegroom* the other day on the Thames, caused her to run foul of Battersea Bridge, seems to have experienced his well-known benevolence in this respect.

We are glad to note that the Admiralty have placed the contract for the six first-class torpedo boats required for the navy with Messrs. Yarrow and Co., of Poplar. The type selected is that adopted in No. 79 torpedo boat, which was built two years ago by Messrs. Yarrow's firm, and which has proved, as regards speed and manœuvring powers, to exceed any of the other torpedo boats in her Majesty's service. The new boats are to be provided with three powerful machine guns, two torpedo tubes for side fire, and one torpedo tube in the bow. This armament is somewhat less than that adopted in the fifty boats ordered during the last scare, in which five torpedo tubes were fitted, this number being found from experience to be excessive.

A question of no small importance to fishermen has just been decided in the Whitehaven County-court, where the owners of the brigantine *Cornelia* were sued by three Whitehaven fishermen for £15, for damage done to their nets. It was not denied that by dropping his anchor close to a fishing fleet off Whitehaven, the skipper of the *Cornelia* did considerable damage to the plaintiffs' nets, but it was contended that, as it was the proper anchorage ground, the captain was justified in acting as he did. The plaintiffs stated that no vessel was allowed to drop anchor close to a fishing fleet, but the judge held that this only applied to fishing boats, and not to a commercial ship like the *Cornelia*. A decision in favour of the defendants was given, the judge remarking that it was hard on the fishermen, but they must look out for themselves. Very hard on the fishermen, indeed.

A Greenock coalheaver, who has been left a fortune of £8,000, has decided to invest the money, and "stick by the profession." This is a noble example, but it is one which it would, we fear, be useless

to recommend to the attention of the average A.B. If Jack were to come into £8,000, he might invest it, but he certainly would not "stick by the profession." In justice to Jack, however, it must be remembered that, in comparison with his duties, coalheaving is a light and "genteel" occupation.

Much interest and importance attach to the Board of Trade inquiry into the circumstances attending the loss of the fishing smack *Euphemia*, of Ardrossan, through collision with the fishing steamer *St. Kilda*, of Barrow, at the entrance of Lochfyne. Two lives were lost through the collision, which occurred at night. The *St. Kilda* is described as "one of those small screw steamers which accompany the herring fishing fleet, and bring the herrings to Glasgow for the morning market," and at the time she ran down the *Euphemia* the latter was lying to her nets without showing the regulation lights. Such occurrences are, of course, most lamentable, but they must be expected so long as fishermen make a practice of disregarding obvious and statutory precautions.

The "vanishing lady," who astonished the London folks, has a dangerous rival in the shape of Sable Island in the North Atlantic, which may fairly be called a dissolving island. This is no joking matter. According to the *Scientific American* a scientific gentleman has called the attention of Admiral Lyons to the rather startling fact—

"That not only has the north-west submerged bar travelled in pace with the retreating west end, but has also changed its direction, swerving eastward, and now bears almost due north, or at right angles to the island proper, as shown by its 17 miles of breakers in bad weather. This renders the chart of the North Atlantic, issued during the present year, widely inaccurate, showing an error of from seven to 10 miles in the longitude of the outer portion of this bar. Further, this chart gives height of sand hills as 150ft., when in no instance could Mr. Macdonald find a hummock having an elevation of 80ft. This also misleads as to distance. The lighthouse will not be completed probably before August next. In the meantime, navigation becomes exceedingly dangerous from the fact of these changes and errors of the chart being unknown to mariners. Within a comparatively short space of time, dating back but a few years previous to the founding of the life-saving station, it has decreased in length from 40 miles to 19½, and in breadth from 2½ miles to less than one mile."

JACK ASHORE;

THE WOMAN AND THE SERPENT.

In those primitive days ere men wrote her verses,

When Eve was in Eden, and everything smiled,
The serpent beguiled her; but now the reverse is

The case and the serpent by her is beguiled.

That the serpent more subtle than anything else is

Might once have been true, but now women can tempt

Much better than he, so the palm in excelsis

Is only the serpent's if woman's exempt.

SEAFARING DISASTERS.

(Continued from page 3.)

damage serious; had full outward cargo on board, consisting wheat, maize, and 20 bales wool. Is discharging.

Lloyd's agent at Leighorn telegraphs August 28th: *Zealous*, British steamer, arrived with crank shaft broken.—Lloyd's agent at Calmar telegraphs, August 28th, *Hispania*, s, of Rotterdam, laden with wood, has gone ashore at Osby, Oland.—*Lero*, Sebastopol to Pernam with salt, previously reported stranded at Lysert Riff, got off with assistance, and put into Riga; forehold full of water, afterhold making no water.—*Amanda*, s, Neder Kalix for Lisbon, previously reported ashore at Husvalla, Oland, has been floated and brought to Oscarshamn; bottom damages reported extensive.—Lloyd's agent at Buenos Ayres telegraphs August 27th: British steamer *Zarule* has repaired and proceeded for Campana. She was afterwards in collision with the Government steam hopper; the latter received injury to bulwarks and stanchions; damage to *Zarule* not ascertained.—*Etna*, German steamer, Kurrachee for Stettin, has put into Malta with loss of one blade of her propeller; she will proceed. *Burlington*, s, of Hartlepool from Windau, collided off Gravesend August 28th, with steamer, name unknown, but supposed *Flos*, for Hull, in ballast. *Burlington*, s, sustained slight damage to rails on starboard side; latter vessel proceeded.—*The Grinkle*, s, of Newcastle, which left the Tyne for Ghent, coal laden, has put back with machinery broken down.—The barque, *Kate Burrill*, from St. John, has arrived at Londonderry with 10ft. water in hold, and otherwise damaged, having encountered a heavy gale on the 23rd inst.—Steamer, *Argus*, from Shields for Bilbao, has been towed into Portsmouth by the *Phaenax*, s, from Newcastle for Gibraltar, with loss of propeller.—*William Henry*, schooner, of Lancaster, Runcorn for Waterford, has been beached at New Ferry, near Liverpool, making water, having been ashore near Weston Point.

Lloyd's agent at San Francisco cables: *Alex. McCullum* encountered a heavy gale in lat. 50 S long. 67 W, and had bulwarks damaged and lost some sails.—Lloyd's agent at Flushing telegraphs, August 29th: *General Chansy*, French barque, from Antwerp for Havre, laden with a general cargo, lost anchor and chain, and went ashore at Coot Bank; assistance sent.—*Osseio*, barque, of Charlotte Town, P.E.I., Captain Davis, London for Newport, Mon., put back to Yarmouth, I.W., and anchored, with loss of sails; experienced very heavy weather on Wednesday.—Lloyd's agent at Gothenburg telegraphs: *Christiane*, Norwegian barque, Shields for Cronstadt, with coal and coke, has gone ashore, and will probably be a total loss.—*Dinapore*, barque, of Glasgow, lying at the wharf, Londonderry, in ballast; a fire broke out on board last Wednesday morning. The fire was extinguished. Ship gutted from mainmast aft, including cabin.—*Santreeze*, barque, of Arendal from Rio, detained in Cardiff Roads, under quarantine.—Cablegram from Quebec states that the steamer *Escalona*, Newcastle for Montreal, has gone ashore at Matane at high water. Was making no water.—Telegram from Elsinore states that the British barque *Hannah and Mary*, from Cagliari for Neder Kalix, salt, and the Swedish barque *Antelope*, ballast, have been in collision. Both vessels put into Elsinore damaged. At the time of the collision the latter vessel was at anchor.—*Jane*, of Greenock, is reported by telegraph from Port Elizabeth, August 29th, to have been totally wrecked in Plettenburg Bay. She had no cargo on board at the time.—Telegram from Cadiz, August 29th, states that the Italian steamer *Giam Paolo*, with mineral, is ashore Aceiteira Reef, near Tarifa, and will probably be a total wreck.—A telegram from Lloyd's signal station Lundy Island, August 28th reports: At 5 p.m., the wind, which had been blowing strong from the west and south-west all day, suddenly shifted to the north, and for about an hour blew a hurricane. A British brig, which was anchored outside the east bank, dragged her anchors, and drifted into mid-channel, and at sunset was seen standing away northward. A Danish schooner, also at anchor in the roadstead, dragged, but managed to bring up again. Another schooner which was beating about off the island, had her foresail split, and stood away in the direction of the Mumbles. There were eight pilot-boats at anchor closer in, but all managed to hold on; also several tugs.—The *Itchen*, steamer, of

Southampton, from Southampton in ballast for Swansea, stranded half-a-mile west from Hartland Point, and will likely become a total wreck. Crew saved; two men were saved by the rocket apparatus.—A telegram, dated New York, August 29th, says that the steamship *Bratsberg*, bound from Sydney to Montreal, with a cargo of coal, has been wrecked. Fifteen of the crew perished.—The steamship *Iberia*, which arrived at Plymouth last Wednesday from Australia, had amongst her passengers Mr. Macdonald, the chief officer, and Mr. Edward Tumelly, the third officer, of the barque *Henry James*, of Glasgow, which ran ashore on Kingsman's Reef, in the Pacific, while on a voyage from Queensland to San Francisco. She became a total wreck, but the crew succeeded in reaching Palmyra Island, having lost all their clothes. Mr. Macdonald, Mr. Tumelly and three seamen started thence in an open boat for the Fiji Islands, with only cocoanuts for food, and during a voyage of 19 days suffered great hardships. On reaching the Fiji Islands, they were fortunate in obtaining a small schooner, in which they returned to Palmyra Island with the intention of aiding the rest of the crew, but found on their arrival there that the men had already been rescued by a passing vessel.

At Westminster Police-court, London, a youth named Froud was on Monday charged with maliciously removing the rudder pin of the steamboat *Bridegroom*, which is a double-headed boat with rudders at both ends, running between London Bridge and Kew. The pin from the fore rudder was removed, and the consequence was that the aft rudder did not act, the vessel became unmanageable, and ran with great violence into the piles of the new Battersea Bridge. The steamer's sponsons on the starboard side were stove in. Many passengers were knocked down by the shock and trampled on in the panic which ensued. The damage amounted to £50. Some witnesses identified the prisoner as the man who removed the pin, and he was remanded.

A MEETING was held at the offices of the Hartlepool Chamber of Shipping, last week, of representatives from various northern ports on the recent deputation to Lloyd's Committee on the load line question. After a full discussion of the various points involved, a resolution was unanimously passed:—"That this meeting of representatives of the owners of well-decked steamships of the United Kingdom recommends the general acceptance by their friends of Lloyd's freeboard, on the basis of those recently assigned to the steamers *Macedonia* and *Deerhound*, with the object, if possible, of closing the long-standing dispute in which the well-deck owners have established their position; at the same time reserving and repeating their contention that the previous deeper loading of their steamers than it is now proposed to accept, particularly as to the ordinary winter line in the North Atlantic, has been both safe and proper, and amply justified by the experience of many years. The meeting trusts that future data may hereafter secure complete and full recognition of their contentions."

ASSAULT BY A SKIPPER.—At the Hull Police-court Henry Spence, skipper, has been charged with assaulting the second hand of the *Good and Blanchard* fishing smack, William Taylor, on June 22nd last. Mr. Laverack defended.—Complainant stated that a square-rigged vessel had sailed through the fleet, and the skipper had boarded the ship, from which he obtained a pound of shag tobacco in exchange for some fish. Taylor, as one of the sharers in the tobacco, asked the skipper what portion he was going to get of it. Defendant replied he was going to take it home.—Mr. Twiss here asked if the owners had not an equal right to a share in the tobacco.—Complainant replied they had, but he had nothing to do with them, if he only got his own share. Proceeding, he told the skipper he would have something of his worth as much, and defendant then struck him several blows about the face. Taylor then rushed into the engine-room to get a small bolt used as a poker, but the skipper followed him and pushed him up against the oven door, and in the struggle he was struck again, and also hit himself with the poker. In answer to Mr. Laverack, complainant denied that he had threatened to "corpe" defendant. He went on deck to get a marlingspike, but could not find one.—The third hand gave corroborative evidence.—Fined 7s. 6d. and costs.

SAILORS' HOMES

ARE ESTABLISHED AT

A MSTERDAM.
B BELFAST.
B BOMBAY.
B BOSTON.
B BRISTOL.
C CALCUTTA.
C CALLAO.
C CARDIFF.
C CORK.
D DEVONPORT.
D DOVER.
D DUBLIN.
D DUNDEE.
F FALMOUTH.
G GLASGOW.
G GLOUCESTER.
G GRAVESEND.
G GREAT YARMOUTH.
G GREENOCK.
H HALIFAX, NOVA SCOTIA.
H HAMBURG.
H HAVRE.
H HOLYHEAD.
H HONG-KONG.
H HONOLULU.
H HULL.
L LEITH.
L LIVERPOOL.
L LONDON (Well-street and Dock-st.)
L LOWESTOFT.
M MADRAS.
M MARSEILLES.
M MELBOURNE.
M MILFORD.
N NEW YORK.
N NORTH SHIELDS.
P PLYMOUTH.
P PORTSMOUTH.
Q QUEENSTOWN.
R RAMSGATE.
R ROTTERDAM.
S ST. JOHN'S, NEW BRUNSWICK
S ST. JOHN'S, NEWFOUNDLAND.
S SAN FRANCISCO.
S SHANGHAI.
S SOUTHAMPTON.
S STORNOWAY.
S UNDERLAND.
S WANSEA.
S SYDNEY.
V VICTORIA, VANCOUVER'S I.

SOME SEAFARERS.

IX.

JOHN FOX, OF WOODBRIDGE,
SUFFOLK.

There should be something refreshing to all rightly-constituted minds in the travellers' tales of old Richard Hakluyt. The fine Biblical English, the sturdy Puritanism, the utter disregard of tiresome biographical detail, the love of blows and slashes for their own sake, are one and all admirable in their quaintness. We feel as we read *The Worthy Enterprise of John Fox* that we are in a clearer air than that of the present; there are no afterthoughts to trouble us, no criticisms, no attempts to be fair to both sides of a question. How different, for instance, from a modern newspaper account is that which introduces us to John Fox, the English gunner! A merchant ship, the *Three Half Moons* by name, is nearing the Straits of Gibraltar, when the Turkish pirates heave in sight in their rakish-looking galleys. The owner, who is aboard as a matter of course, manfully encourages his company of 38 men, "putting them in mind also, that if it were God's pleasure to give them into their enemies' hands, it was not they that ought to show one unpleasant look or countenance there against; but to take it patiently, and not to prescribe a day and time for their deliverance, as the citizens of Bethulia did." Thereupon all say their prayers—briefly. "Then stood up one Grove, the master, being a comely man, with his sword and target, holding them up in defiance against his enemies. So likewise stood up the owner, the master's mate, boatswain, purser, and every man well appointed. Now likewise sounded up the drums, trumpets, and flutes, which would have encouraged any man, had he never so little heart and courage in him." And finally our hero, about whose parentage, education, start in life, old Hakluyt is mercifully silent,—our hero, John Fox, the gunner, "taketh him to his charge" "in the disposing of his pieces, in order to the best effect, and sending his bullets towards the Turks." But these last—Englishmen hated them then in common with all Christians—behaved diabolically, as usual, fired three shots to our one, and ended by boarding and taking the 38 captive, despite the fact that the latter "showed themselves men indeed, in working manfully with their brown bills and halberds," especially the boatswain, "for he fared among the Turks like a wood (wild) lion; for there was none of them that either could or durst stand in his face, till at last there came a shot from the Turks which brake his whistle asunder and smote him on the breast, so that he fell down, bidding them farewell, and to be of good comfort, encouraging them likewise to win praise by death, rather than to live captives in misery and shame."

But, brave though they were, they very naturally clung to life, and were made prisoners by overwhelming numbers. "Being now under their enemies' raging stripes they were shortly drafted off to the galleys, and they were no sooner in them but their garments were pulled over their ears and torn from their backs, and they were set to the oars."

In the winter-time John Fox, amongst others, found himself in Alexandria,

where the Turkish galleys were for the most part beached during the stormy season. The galley-slaves' prison, wherein he found himself, stood within the fortifications of the road, or harbour. It was full of Christian captives, who were grievously ironed, ill-used and ill-fed. "I think there is no man will judge their fare good, or their bodies unladen of stripes, and not pestered with too much heat, and also with too much cold." Many, indeed, were starved to death. But worthy John Fox "being somewhat skilful in the craft of a barber, by reason thereof made great shift in helping his fare now and then with a good meal. In-somuch, till at the last God sent him favour in the sight of the keeper of the prison," and together with five others he was allowed out on *parole*. During the day, therefore, he and his companions walked about "the road," with "locks" on their legs, and returned at dark to their noisome dens, having first paid the gaoler a "certain stipend" for their privileges' sake.

In 1577, "the galleys happily coming to their accustomed harbourage," and the weary galley prison having been crammed with 268 Christians, drawn from some 15 different nations, Fox conceived the idea of escape. He had been 13 or 14 years under the "gentle entreatance" of the Turks, and that had sufficed him. He took counsel, therefore, with a certain Spaniard, by name Peter Vuticaro, who was allowed by the prison authorities to keep an inn in the neighbourhood of the harbour, whither, sailorlike, the gunner often resorted. These two took another captive into their confidence. Whether he was one of the two Englishmen who were in the prison, and whose names were William Wickney, of Portsmouth, and Robert Moore, from Harwich, deponent sayeth not. Anyway, he was trusty, and soon five others like him—again we do not know whether they were the five before mentioned—were added to the conspiracy. Meeting in the prison on what would now be called New Year's Eve, Fox unfolded his plan to the rest of the slaves, who, without much ado, promised to play their parts. Files were given them, and they undertook to be free of their fetters by eight the following night. When that night came, Fox and his five companions went and spent an uproarious evening at the faithful Vuticaro's, so as to effectually lull suspicion, and at the time appointed the Spaniard went to the "master of the road," who seems, by virtue of his office, to have been chief gaoler as well, and announced that he had been sent to fetch him by one of the "masters of the city." Nothing suspecting, the harbour-master went with the innkeeper, but on arriving at the inn he grew frightened, and, attempting retreat, was met by the amateur barber, who was "standing behind the corner of the house." "O, Fox, what have I deserved of thee that thou shouldest seek my death?" "Thou villain," quoth Fox, "hast been a blood-sucker of many a Christian's blood, and now thou shalt know what thou hast deserved at my hands," wherewith he lift up his bright shining sword of 10 years' rust, and stroke him so main a blow, as therewithal his head clave asunder, so that he fell stark dead to the ground." They then marched to the harbour wall, and Fox said we are "all friends." But once within the gate the

desperate man altered his tone, and the five warders were slain. Then he barred the gate, and planted a cannon against it, thus shutting the Alexandrians out. From the gaoler's lodge, where Vuticaro and two more "stuffed themselves so full as they could between their shirts and their skin" with ducats, they passed to the prison, and having released the prisoners Fox set "some to ramming up the gate, some to the dressing up of a certain galley which was the best in all the road, and was called *The Captain of Alexandria*, wherinto some carried masts, sails, oars, and other such furniture as doth belong unto a galley."

At the prison more warders were slain, and eight Turkish spectators were chased to the roof, Fox and his company reaching them with ladders. A sharp skirmish ensued, during which Fox "was thrice shot through his apparel, and not hurt," whilst Vuticaro and the plunderers "were slain, as not able to wield themselves," owing to the weight of the "wicked and profane treasure." One of the Turks fell from the top of the prison wall, and his loud groaning attracted the attention of the inhabitants of neighbouring houses. Rushing to where he lay they heard that at last the "prisoners were paying their ransoms."

All Alexandria was then raised, and an attempt was made to cross the wall and get at the prisoners. But these last brushed off the Turks, and soon were able to launch the galley, ready victualled and equipped. The position, however, was sufficiently dangerous. As they put out of harbour the forts on either side of them opened a terrific cannonade. Five-and-forty shot "went thundering round about their ears," but there was one who did "hold forth his buckler," protecting them till they got clear of the Turkish cannon's reach. Confusion fell on the baffled Turks as they came "down by heaps to the water's side, in companies like unto swarms of bees." They tried to launch their galleys, but put the wrong oars here and the wrong masts there, and soon the Christians were out of sight.

Pious John Fox was a father to the expedition as it strove to reach a friendly land. For 28 days he kept up the hearts of his motley crew, whilst famine did its worst among them, and on the 29th succeeded in landing 258 out of the original 266 at Gallipoli in Candia. The monks there received them with open arms, and hung up in the chief place of their "convent house" the hiltless rusty sword wherewith Fox had slain the gaoler. At Tarento the redoubtable *Captain of Alexandria* was sold, and the money divided among the crew, who in Naples separated and went each man to the friends who had never hoped to see him again. The very day the Christians left Tarento seven Turkish galleys came raging after them into port, but they had been foiled!

John Fox was successively petted by the Pope and by the King of Spain, for the Catholics sided with Protestant England in hatred of the Paynim; and at home, in the year 1579, the Council of Good Queen Bess pensioned the brave old gunner, "to their right honour," be it said, "and to the encouragement of all true-hearted Christians."

At Newport, for boarding a vessel without permission, a boarding-house keeper has been fined £2.

HOTEL DIRECTORY.

centre of the town. First-class accommodation and moderate charges.
J. PARADISE, Proprietor

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Seafaring.

THE ORGAN OF THE SEAFARING CLASS.

SATURDAY, SEPTEMBER 1st, 1888.

IN another column we publish this week a letter which a reverend reader of SEAFARING sends us, on the subject of "Missions to Seamen." That there is need for such work there can be no doubt. At a recent garden party in the grounds of Mr. J. C. Stevenson, M.P., at Westoe, South Shields, in aid of the Missions to Seamen Society, this was clearly enough shown. Commander Ryder, R.N., for instance, in moving "That the Missions to Seamen Society at home and abroad in its efforts to raise the moral and spiritual tone of our seamen is deserving of the liberal support of this meeting," said the Royal Navy consisted of about 40,000 seamen, and the mercantile marine of about 200,000. In the Royal Navy a chaplain was appointed to every ship of any size, and they had prayers every morning and regular Sunday services. It was practically impossible that all this could be done for merchant ships, but that made it all the more important that every effort should be made to assist the Missions to Seamen Society. Then, according to a local paper, the Rev. T. S. Hatfield, in seconding the resolution, said he believed he was quite within the mark in saying that at least 51 per cent. of the shipping afloat sailed under the Union Jack. If they were to chaplain the mercantile marine, as was done in the Royal Navy, they would require 280 chaplains for the merchant service alone. The number they had was twenty-five, and forty-four Scripture readers. The work that was being done so faithfully at the Mill Dam, South Shields, the society was carrying on more or less at fifty-two stations—forty-four at home and eight abroad. They were most

desirous of increasing the number of stations abroad. He pleaded for their help for no mere party. With seamen, fishermen, bargees, and boatmen, there were 667,000 men, and for these they had only twenty-five chaplains and forty-four readers. Could the contrast be greater? He asked them to bear these facts in mind, and help the society in doing its work. The Rev. H. W. Farrar supported the resolution. Referring to the work at the Mill Dam last year, he said that 454 seamen signed the pledge, not from coercion, but voluntarily. What had grown out of it? He had the great pleasure last year of sending nearly £400 to the Shipwrecked Mariners' Society, every penny of which was contributed by British seamen for their own benefit in case of shipwreck and for their widows and orphans in case they should lose their lives. That, he thought, was a record of cause and effect. At their institute, to the use of which they invited seamen on coming ashore, 3,285 letters were written to friends, and letters were also received there for seamen. They also, when seamen were paid off, coaxed sailors there, and induced them to send home their money to their wives and families, instead of allowing them to drift into evil channels, which they so often did. Bags of books were sent to sea on board ship for the use of sailors, and of these 1,095 went out last year. To assist that work he invited those who had books to spare to give them for the use of the mission. Mr. Stevenson, M.P., having been thanked for the use of his grounds, and complimented on the interest he showed in the sailors, a liberal collection for the society referred to appears to have been made.

All this is very interesting and right, and we are happy to note the good work that the society is doing. At the same time we must point out that the seaman, like other men, is a complex being with a heart to be touched, a mind to be amused, and a body to be fed, as well as a soul to be saved. But, so far from being like other men, the sailor, when he lands, rather resembles a school-boy just released from his task. That he should then prefer the publican to the parson, and the theatre to tracts and tea, is not, therefore, surprising. The wonder rather is that the mission should have done so much as it is credited with. But it would do a great deal more if the fact were never lost sight of that the seaman ashore has other besides spiritual needs. At the garden party referred to,

bishops, parsons, magistrates, and other magnates appear to have been present, but Jack was conspicuously absent; for Captain Ryder, being a naval officer, does not count. This omission of Jack was decidedly a mistake. He of all men in the world is the one who could most thoroughly enjoy a garden party, especially when he has just come ashore. To him the scent of fruit and flowers and the fresh green earth is sweeter than to any landsman—not excepting the dwellers long in cities pent. But while other working men are welcomed at garden parties in this democratic age, nobody seems to invite seamen to them, nor to any other festive gatherings save such as they must pay for.

It would not be difficult to find in most ports ladies and gentlemen who, out of sheer love, would welcome and amuse Jack ashore. Societies for that purpose might be got up, and the Sailors' Homes would, no doubt, lend rooms in which to give dramatic, musical, and other legitimate entertainments. Jack ashore is not difficult to amuse. He would not be too exacting in the matter of talent, and he would be deeply grateful for such attention to his wants, while plenty of ladies and gentlemen would be glad enough to get somebody to look at their amateur theatricals, or listen to their music or recitations. But there must be plenty of fun in any entertainment provided for Jack ashore if it is to succeed.

CORRESPONDENCE.

MISSIONS TO SEAMEN.

With best wishes for the success of SEAFARING, a clergyman, who is one of its readers, sends the following:—It has been continually asked, "What is the result of 9,000 sailors per annum taking the pledge?" The following letter to the Rev. R. B. Boyer, superintendent of Missions to Seamen, contains one result, witnessed by a gentleman whose business brings him in contact with the sailors almost daily, and who himself gave £10 towards the church and institute at South Shields:—"Sunderland, November 25th, 1887.—Rev. and Dear Sir,—Knowing as I do what an interest and love you have for Missions to Seamen, I herewith beg to offer you my testimony and sympathy in your good work. My place of business adjoins the South Shields Custom House and Shipping Office for Seamen (your church and institute are only 100 yards off). I see a great deal more of the sailor than most business men, and in looking back a few years, what a wonderful change your mission has made here. Every day, for a great many years past, from 200 to 300 sailors have met here, and there used to be a lot of dry land sailors that lived out of the real sailors. Crimps, spongers, touts, boarding-house keepers of the worst class, and the usual bad women, all living by plundering the sailor; it was simply impossible for him to keep clear of them, his hard-earned money was gone in a few days, he was then the most forlorn being you can imagine. There were some sad sights, weeping wives and broken-hearted mothers, and two or three stand-up fights every day; it was a dreadful place. But now, thank God, it is all changed. Thanks to your mission and institute,

along with the energy and real earnest work of your good chaplain, Mr. Farrar, it is like another part of the world altogether; it is so long since we had a fight, I cannot name the month when there was one. Now, sir, I do wonder it has never occurred to a far-sighted, energetic, well-meaning lot of men like shipowners to take more interest in the sailor when on shore. The sailor is always a believer in the Divine being; you never find him an atheist or an infidel; I never knew a real sailor either. I have employed a great many, and talked with hundreds, and inquired of old captains, they all confirm what I say. If the sailor can be kept from strong drink and bad company, he is easily led in the right way. He naturally wants more looking after when on shore than a landsman. Often living for weeks a monotonous life, there is a reaction to excitement. As soon as he lands he should be taken in hand by the chaplain and brought to the institute amongst good company. I would say an institute and church on shore is more likely to attract the sailor than the old floating ships, and will cost less to keep it up; besides, he likes to feel solid ground after being afloat for weeks. Hoping your good work may increase and prosper, I remain, yours very sincerely,

F. LAMB.

"Rev. R. B. Boyer, Cambridge.

"P.S.—The same kind of work is being done by the Missions to Seamen in all the large ports of the kingdom."

NAUTICAL NEWS.

H.M.S. *Ajax*, the guardship for the Clyde, arrived there on Saturday.

The *Jackal* has left Sheerness for Scotland to resume her fishery protection duties.

BEFORE the close of this year it is expected that the harbour improvements at North Sunderland will be completed.

It is stated that within the past two years 37 new steamers have been contracted for along the Great Lakes of the United States at a cost of 7,000,000dol.

It is said that the London and North-Western Railway Company look with favour upon a proposal to construct railway docks at Mostyn, on the Dee.

It is stated that the new Naval Academy at Kiel will be opened in the middle of this month, and that the Emperor is expected to be present at the opening ceremony.

The London and Edinburgh Shipping Company's steamer *Meteor* has made the passage from Gravesend to Leith in 34 hours 20min. This is said to be the fastest on record.

LAST week at Bo'ness there were 32 arrivals of an aggregate tonnage of 7,112 register tons. At Dundee trade was exceedingly quiet, there being only three arrivals from foreign ports.

In the Board of Trade inquiry into the loss of the steamer *Copeland*, which was held at Edinburgh, the court found that the master was alone to blame, but his certificate was not dealt with.

Elcornora, brigantine, arrived at Tarbet, reports having seen, 35 miles N.W. of Loop-head, apparently the side of a vessel, her timbers showing above water and dangerous to navigation.

THE 40ft. Scotch cutter *Minerva*, Captain Charles Barr, has completed her ocean voyage, having arrived at Boston. She left Fairlie, Scotland, on July 26th, the run being completed in 23 days.

At Liverpool on Wednesday, Captain Plummer of the ship *Manroe*, for smoking on board his ship, when there were two tons of gunpowder on board, while the vessel was in the Mersey, was fined 20s. and costs.

ALL the life-saving stations on the Atlantic coast of Long Island are to be connected with each other by telephone, and those isolated from the mainland are to be connected by telephone or telegraph with the nearest village.

A WRITER in the *Manchester Courier* says that the United Kingdom owns about 33 per cent. of the sailing tonnage of the world, about 61 per cent. of the steam tonnage of the world, and about 44 per cent. of the total tonnage of the world.

At Falkirk, Wilhelm Hasper, carpenter, on board the ship *Elbe*, of Hamburg, for having smuggled 90lb. of tobacco and 7lb. of cigars has been fined in a modified penalty of

£36, or three months' imprisonment. He went to prison.

ON July 7th, in lat. 30 deg. 30 min. N. long. 107 deg. 10 min. W., H. A. Monk, an English seaman, 22 years of age, on the ship *George Curtis*, fell overboard and was drowned. The *Curtis* was on the way from Manilla to San Francisco.

THE Liverpool barque *Cordillera*, from Huanchu for Liverpool, having arrived off Queenstown, the chief officer landed for provisions, and reported the loss of two seamen during the voyage, and that several of the crew were still sick.

AT Liverpool, on Tuesday, a man named George Walden was charged with tendering a false certificate for the purpose of being shipped on board the ship *Erne* as a seaman, and he was fined 40s. and costs, or in default a month's imprisonment.

It seems that complaints have been made to the Argentine Government because of its new sanitary regulations, involving the carrying of an Argentine doctor by all foreign passenger steamers, by the diplomatic representatives of Great Britain, France, Germany, and Italy.

Two seamen on her Majesty's ship *Carisfort*, in the Mediterranean, were undergoing punishment in cells, situated in the hottest part of the ship, close to the engine, and below all decks. Death, due to suffocation, was found to have overtaken one man, while the other was insensible.

THE wages question in the Sunderland shipyards may now be looked upon as practically settled, the whole of the firms, with one exception, having agreed to pay the advance of 5 per cent. to that section of the men who were the latest in applying for it, namely, the platers' helpers.

THE Glasgow steam and sailing shipowners, at a meeting held there, have decided to ask for an increased representation on Lloyd's Committee. They also advocated a Lloyd's branch in Glasgow, and asserted that they could not go to London for every matter that came up for consideration there.

THE officers, engineers, seamen, and firemen of the late steamer *Bosphorus* desire to thank Captain Tulis, his chief officer (Mr. Farrell), the second officer (Mr. Davis), and the crew of the barque *Abbey Town* for their kindness towards them in their great distress on Aug. 12.

THE Board of Trade have awarded a binocular glass to Captain P. Marconi, master of the Italian barque *Savina*, of Genoa, in acknowledgment of his kindness and humanity to the shipwrecked crew of the barque *San Maria*, of Ayr, which was wrecked in the North Atlantic on July 12th, 1888.

THE Commissioners of Irish Lights give notice of changes in the buoys on the Wicklow and Donegal coasts, and also at the entrance to Strangford Lough, Co. Down. Notice is also given of changes in the positions of Long Bank and Holden's Bed buoys on the east coast of Ireland, Co. Wexford.

CLYDE shipbuilders are in full swing, while a number of orders are reported still in the market. The marked improvement in shipbuilding on the east coast continues, there being work which will take a good while to execute. Shipbuilders on the Tyne are receiving many new orders. There are better prospects in the shipbuilding trade of the west coast.

NEARLY 100 tons of kelp, the second cargo for the season from Uist, have just been shipped, per schooner *Windward*, from Loch-skipport, South Uist, for Bowling. This represents a return to the crofter population of South Uist alone of over £600 in little over six weeks, which is understood to be the largest return for kelp within the same time for over 20 years.

MUTINY ON BOARD SHIP.—A Paris correspondent telegraphs that a terrible tragedy has taken place at sea on board the French ship *Tarapaca*, which has just entered the port of Dunkirk. The *Tarapaca* is a four-masted vessel, owned by a Bordeaux firm, and was coming home from Chili with a cargo of nitrate of soda. The vessel was manned by a large crew, some of whom were South Americans or foreign castaways and deserters, who were shipped at Iquique. When in mid-Atlantic some of the men became mutinous, and the captain, assisted by the first mate, the boatswain, and a few of the sailors, had to defend the quarter-deck, which was besieged by the mutineers from the fore-castle. Bloodthirsty encounters were fought with firearms, cutlasses, and mar-

lin-spikes, and two sailors were battered to death. After their bodies had been thrown overboard comparative tranquillity was restored on the vessel. Several seamen have reached port in a precarious condition, and the captain and the first mate have been suspended while full investigation is being made by the maritime authorities into the circumstances of the case.

ALLEGED ATTEMPT TO SCUTTLE A BARQUE.—According to a Philadelphia telegram 12 sailors of the British barque *Gylfe*, who were rescued by the steamer *Persian Monarch* and landed at New York on Sunday, have made the following sworn statement to the British Consul there:—They abandoned the vessel 500 miles off the Banks of Newfoundland, taking the barque's lifeboat and going aboard the *Persian Monarch*. The barque had signals of distress flying when the steamer sighted her. At the request of Captain Tait, the skipper of the barque, all hands excepting one man left the craft. The second mate, Robinson, refused to leave the ship, declaring to the officers of the *Persian Monarch* who had boarded her, that he considered the vessel in fairly good condition, and he thought he could take her into port. When Captain Tait and the first mate reached the deck of the *Persian Monarch*, being asked about paraffin, they also suddenly refused to abandon the barque, and called upon the crew to return. The sailors of the *Persian Monarch* advised them not to return. The rescued men declare that the captain of the *Gylfe* deliberately scuttled his vessel, and saturated her with paraffin preparatory to firing her, requiring the crew to declare that she had 15ft. of water in the hold, which statement was untrue.

THE SEAMEN'S UNION.

The usual weekly meeting of the National Seamen's Union was held last Monday night at the Central Offices of that institution, High-street, East Sunderland, under the chairmanship of the president. Ten new members having been enrolled, several letters were read from members abroad. A communication was received from the Bristol Pilots' Association complaining that the resolutions which had been adopted by the seamen's associations and sent to the Pilotage Commission had not appeared in the report of the commission. The secretary was instructed to inquire the reason why their resolutions had not been submitted to the Pilotage Commission. Some conversation followed on the provision scale, and the meeting which the owners and the seamen had had was deemed to have been a satisfactory one by the society.

Complaints were made regarding the conduct of three of the members of the Union, two of whom had turned up to do duty in a drunken condition. One was expelled the Union, and the other was reprimanded.

The third complaint was made regarding the conduct of a member who had neglected to join his vessel after having signed. The delinquent was ordered to be summoned at the next meeting to give an explanation. The members expressed themselves determined to put a stop to that kind of behaviour.

A lengthy discussion took place regarding the bringing of a crew from Liverpool to the sailing ship *Pannure*, which was lying at Sunderland.

The secretary was instructed to bring the matter before the Parliamentary Committee of the Trades Unions Congress.

The usual weekly meeting of the Shields branch of the Seamen's Union was held on Tuesday night at the Mill Dam. Mr. Andrew Logan occupied the chair. Five new members were enrolled. After electing members for the Executive Committee, the meeting discussed the questions which are to be brought before the Trades Union Congress. Several of those present urged that the manning scale should be brought before the Congress with a view of having the matter laid before the Government. They contended that many lives were lost at sea through undermanning and the employment of non-efficient men. The secretary stated that the Government had a Bill for the purpose of dealing with certificates of servitude for seamen, and he had no doubt that if it passed into law many incompetent men would be prevented from shipping as able seamen. The meeting concluded in the usual manner.

SHIPS SPOKEN.

- Orari, London for Wellington, August 22nd, 38 N 14 W ;
 Loch Long, Clyde for Melbourne, August 22nd, 38 N 13 W—last two per Tartar s, at Plymouth.
 Germania, Pisagua for Falmouth, 20 N 30 W ; Collingwood, London for Melbourne, 4 N 23 W—last two per Bride, at Newport.
 KSQG (?) (British), August 10th, 10 S 27 W ; Ergo, Cardiff for Buenos Ayres, August 19th, 35 N 16 W ;
 Santiago, from Hamburg for Melbourne, August 19th, 35 N 16 W ;
 Crown Prince, Swansea for Rio Janeiro, August 21st, 42 N 12 W ;
 Asterion, London for New Zealand, August 21st, 42 N 12 W—last five per Arthur s, at Liverpool.
 "Nazland" s, outward bound, August 24th, per Pekin s, at Plymouth.
 Queen of Cambria, August 22nd, 46 N 8 W ; QSCJ (four-masted German ship), August 22nd, 47 N 8 W—last two per Llangorse s, at Belfast.
 Moresby, Liverpool to Astoria, July 18th, 14 N 28 W ;
 Penobscot (American barque), New York to Singapore, July 30th, 33 N 38 W ;
 KNJM (barque), steering WNW, August 19th, 51 N 12 W—last three per Marquis of Worcester, at Swansea.
 TKRH (Norwegian barque), August 19th, 48 N 14 W, per Italian barque Scutolo, from New York, at Ipswich.
 Bolivar (Italian barque), July 14th, 10 N 24 W, per Empress, at Falmouth.
 Netherby s, of Liverpool, steering south, June 22nd, 16 N 26 W, per Glenrafa, at Port Nolloth.
 Ifafa (British barque), August 6th, 35 S 21 E, per Great Northern s, at Table Bay.
 Abbie S Hart (British barque), Philadelphia for Japan, June 23rd, 7 N 27 W, per San Stefano, at Capetown.
 Kafir Chief, steering west, August 22nd, 38 N 12 W ;
 Melmerby, steering west, August 22nd, 39 N 12 W ;
 Llewellyn, steering south, August 23rd, off Cape Finisterre—last three per Duart Castle s, in Thames.
 Landskrona (English barque), August 19th, 50 N 23 W, per Rotterdam s, at Rotterdam.
 KBFP (Norwegian barque), bound east, August 9th, 48 N 43 W ;
 Unity (British barque), bound west, August 10th, 45 N 54 W ;
 TBGP (British barque), bound west, August 10th, 45 N 54 W—last three per Arizona s, at New York.
 Shamrock, Clyde for Boston, August 7th, 49 N 39 W, per Egypt s, at New York.
 George Washington, Hamburg for New York, August 11th, 41 N 68 W, per Viola s, at New York.
 Tamora, Pensacola for Bilbao, August 6th, 41 N 46 W, per Helvetia s, at New York.
 Fidelio, Philadelphia for Dantzic, August 8th, 41 N 59 W, per Tower Hill s, at New York.
 Cecile, of Fano, August 3rd, 45 N 11 W, per Bernicia s, at Cardiff.
 Cape of Good Hope, 7 S 30 W ;
 Old Kensington, 7 S 30 W—last two per Celestina, at Cadiz.
 VGDT (or F) (English barque), July 7th, 1 N 28 W, per Polynesia, Reimann, at Hamburg.
 Hebe, Norwegian barque, 50 N 18 W, per Amalfi s, in the Clyde.
 Carolina Ellen (Norwegian barque), bound east, August 6th, 46 N 47 W, per Zaandams, at New York.
 Maggie M, St John (NB) for Queenstown, August 10th, 42 N 66 W, per La Bourgogne s, at New York.
 Dante s, bound south, August 2nd, 14 S 36 W ;
 Thessalus, of Greenock, bound south, August 2nd, 14 S 36 W ;
 Giuseppina R, Charleston for Monte Video, August 4th, 7 N 32 W—last three per Orono s, Price, at Antwerp.
 Bonna Marie (? Bonne Mere), Calcutta for Demerara, July 16th, 35 S 19 E, per Dunelm, at St Helena.
 Annie M Smull, of Boston, Mass, bound south, July 23rd, 12 N 59 W, per Astoria, Moignard, at Rouen.
 GVDR (British three-masted man-of-war), August 11th, 40 N 63 W, per Gallego s, Arribalza, at Liverpool.
 Delsecy (barque), steering east, August 10th, 49 N 24 W ;
 Sabrina (barque), steering SW, August 22nd, off Tuskar—last two per Italy s, Pearce, at Liverpool.
 Emma (brig), of Cotte, steering east, August 17th, 45 N 43 W, per Bulgarian s, Parry, at Liverpool.
 Bellaport, Monte Video for Pisagua, May 23rd, 54 S 79 W ;
 Edward L Mayberry, Iquique for Hampton Roads, June 16th, 34 S 33 W ;
 Anglo-India, New York for Hong Kong, July 11th, 7 N 25 W ;
 Senior, Cardiff for Batavia, July 14th, 9 N 25 W—last four per Cordillera, Metcalfe, at Liverpool.
 Hafsfjord (barque), July 26th, 47 N 59 W, per Prince Eugene, at Greenock.
 Drumeltan (ship), 13 N 47 W ;
 Sultana (barque), for Windsor (NS), 47 N 14 W—last two per Grimsel s, at London.
 River Falloch (British ship), steering south, July 30th, 16 S 37 W ;
 King Malcolm, Glasgow for Sydney, July 30th, 16 S 37 W ;
 Gilroy (British ship), steering south, August 2nd, 4 S 31 W ;
 Virgilia s, Hamburg for Valparaiso, August 4th, 3 N 29 W ;
 Barranca (British barque), steering north, August 5th, 7 N 27 W ;
 Salamanca (British ship), steering north, August 6th, 12 N 25 W—last six per Rosarios, at Hamburg.
 Marquis of Worcester, Table Bay for Swansea, 62 days out, 41 N 33 W ;
 HWQT (perhaps R. A. Calderon), 1 S 28 W ;
 Mette Johanne (Danish brigantine), 12 N 31 W—last three per Agur, at Lisbon.
 Dark Secret (American boat), August 8th, 45 N 47 W, all well, per Rosa, at Waterford.
 PHGW (?) (German barque) August 16th, 47 N 9 W, per W. B. Ferguson s, at Waterford.
 Firth of Forth, of Glasgow, steering south, July 26th, 10 N 27 W ;
 PFLB (?) (English ship), steering south, July 26th, 10 N 27 W ;
 Frigga, Fredrikstad for Adelaide, July 27th, 13 N 27 W—last three per Graf Bismarck s, in the Weser.
 Valborg (Norwegian barque), from Hamburg, bound south, July 23rd, 11 N 27 W, per Benan, at Falmouth.
 White Rose, Newcastle (NSW) for Wilmington (Cal), July 21st, 37 N 151 W ;
 Arturo, Pascagoula for Cork, August 9th, 26 N 85 W ;
 Lizzie Bell, London for Tacoma, &c., June 11th, 16 N 25 W—last three reported from New York.
 Alumbagh, Penarth for Rio Janeiro, August 3rd, 20 S 29 W ;
 Doehra, London for Adelaide, August 4th, 17 S 38 W ;
 Ada Browne, Cardiff for Callao, August 10th, 10 N 27 W ;
 LRPB, August 11th, 12 N 27 W ;
 Chepica, Talcahuano for Channel, August 11th, 12 N 27 W—last five per Magellan s, at Plymouth.
 JWQV or JPQV (brig), of Rouen, August 21st, 47 N 8 W, per Victoria, at Plymouth.
 HKBT (barque), steering SW, August 13th, 51 N 8 W, per Uranus, at Sharpness.
 Flora P, Stafford, June 28th, 16 S 30 W ;
 JBNF (British barque), July 13th, 11 N 25 W—last two per Italo, Fanesi, at Crookhaven.
 Carnarvonshire, of Goole, steering west, August 19th, off Portland (Dor), per Alma, at Newport, Mon.
 River Thames, Spencer's Gulf for Channel, July 13th, 6 S 15 W ;
 Valborg, of Tonsberg, from Hamburg, bound south, July 21st, 11 N 27 W ;
 Lanarkshire, for Rio Janeiro, July 21st, 11 N 27 W ;
 Burgemeister Kirstein, bound south, August 20th, 49 N 8 W—last four per Benan, at Falmouth.
 Kingdom of Sweden, London for Adelaide, July 25th, 12 N 26 W ;
 General Gordon, London for Wellington, July 25th, 12 N 25 W ;
 SFGB (?) (British ship), July 31st, 15 N 26 W—last three per Avanti, at Greenock.
 QFDK (German ship), steering south, August 5th, 14 S 37 W ;
 Tillie Baker (American barque), steering south, August 9th, 1 N 30 W ;
 Alhambra (Norwegian barque), steering south, August 12th, 11 N 25 W—last three per Ashleigh Brook s, in the Thames.
 Nordeap (Norwegian barque), Bordeaux to Maramichi, August 7th, 50 N 29 W, per Schiedam s, at New York.
 Scots Bay (British barque), Santander to Philadelphia, July 19th, 42 N 28 W ;
 Geo H Doane (British barque), Liverpool to St John (NB), July 30th, 44 N 46 W—last two per Vandalia, at New York.
 Federica (British barque), New York to Exmouth, August 11th, off Nantucket, per Veronica, at New York.
 Mod (Norwegian barque), St Vincent to New York, August 12th, 29 N 70 W ;
 Marine, Rio Janeiro to Baltimore, August 12th, 29 N 70 W—last two per Barracouth s, at New York.
 Avonmore (British barque), Antwerp to New York, August 15th, 43 N 59 W, per Adriatic s, at New York.
 A wooden ship, of Liverpool, Cardiff to Valparaiso, July 23rd, 11 N 27 W ;
 Androsa (English ship), steering south, July 31st, 13 N 26 W ;
 Loch Fleet (English ship), steering south, July 31st, 15 N 26 W ;
 JNSF (French schooner), steering NW, August 13th, 37 N 35 W—last four per Columbus, at London.
 Atlas, Sharpness for Campbeltown, August 7th, 51 N 21 W ;
 Charles, steering north, August 12th, 30 N 73 W ;
 Lord Raglan, Newcastle (NSW), for Wilmington (Cal.), July 29th, 43 N 144 W—last three reported from New York.
 Castlehead (barque), Cardiff for Iquique, July 4th, 45 N 26 W ;
 RCHC (?) (English barque), July 4th, 3 N 27 W—last two per Astrea, at Lisbon.
 Ergo, for Buenos Ayres, August 19th, 35 N 16 W ;
 Santiago, for Melbourne, August 19th, 35 N 16 W ;
 Crown Prince, for Rio, August 21st, 42 N 12 W ;
 Asterion, for New Zealand, August 21st, 42 N 12 W—without an authority.
 Principality, Rangoon for Channel, June 19th, 30 S 32 E ;
 Maren, steering south, July 30th, 9 N 27 W ;
 Kentigern, steering south, July 30th, 9 N 27 W ;
 Senoria Quintana, steering SW, August 25th, 48 N 10 W—last four per Montgomeryshire, at Falmouth.
 Louis, Cardiff for China, August 28th, 1 S 26 W, per Narcissus, at Sydney.
 WSMT (barque), June 25th, 30 S 154 E, per Francisco Gotusso, at Brisbane.
 Derbyshire, of Liverpool, August 4th, 16 S 78 E, per Iberia, at Plymouth.
 Sofia, Liverpool for River Plate, July 26th, 12 S 27 10 W, per Orissa, at London.
 Anita S, August 17th, 50 N 8 W, per Maria Parodi, at London.
 Manydown, Liverpool for Calcutta, July 28th, 12 N 26 W ;
 Urania, Akyab for Falmouth, July 31st, 13 N 26 W ;
 Centaur, San Francisco for Cork, August 6th, 25 N 33 W ;
 Cumberland, Astoria for Hull, August 12th, 32 N 35 W—last four per Highland Home, at Falmouth.
 Quatre Freres, steering south, August 26th, 45 N 23 W ;
 Marie, of Fecamp, August 21st, 45 N 52 W—last two per La Bourgogne s, at Havre.

COLLISION cases were small in number last week, being seven off the British Isles and 13 in other parts of the world, showing a decrease. Shipwrecks were 18, a decrease as compared with the previous week. One British vessel sank by collision, and fog caused a United States steamer to sink by collision, 34 persons being drowned. A Hamburg sailer with coffee, and a Tonsberg sailer with coals, were reported lost with all hands.

THE fisheries were somewhat interfered with last week by the weather, particularly on Thursday, when it blew half a gale from west-south-west. As opportunity offered the pilchard-drivers secured moderate catches, those of Mevagissey from 100,000 to 200,000 per night. These, and the Mount's Bay pilchards, are being pickled for the Italian markets. While the bulk of the Mount's Bay craft are on the herring fishery of the north-east coast of England, a dozen follow mackerel fishing at home. These have had from 1,600 down per boat, and the fish brought from 11s. 6d. to 14s. 6d. a hundred.

HOMEWARD BOUND SHIPS.

A		
Anton, left Rio Grande July 11	for Falmouth	
Auguste, left Hong Kong July 7	for Falmouth	
Admiral Tegethoff, left Bassein April 20	for Channel	
passed Ascension Aug 4		
Arctic Stream, left Rangoon March 19	for Channel	
passed St. Helena prev to July 31		
Antoinette, left Quebec Aug 2	for Hartlepool	
Aconcagua, left Callao May 13	for Liverpool	
left Huanacho June 10		
American s, left St. Thomas Aug 6	for Liverpool	
left Kingston, J. Aug 14		
Annie Park, clrd at Rio Grande July 22	for Liverpool	
Anselm s, left Para Aug 18	for Liverpool	
via Lisbon & Havre		
Adriatic s, left New York Aug 22	for Liverpool	
Amazona, left Cardenas July 31	for Liverpool	
Arab s, left Alga Bay Aug 6	for Southampton	
left Canary Islands Aug 25		
Annie Torrey, clrd at Pensacola Aug 3	for Hartlepool	
Ambriz s, left S W C Africa	for Liverpool	
left Acra Aug 14		
Actor s, left Aspinwall July 17	for Liverpool	
via Belize		
Aboukir Bay, left San Francisco July 25	for Queenstown	
Atlas, clrd at Newcastle, N.B. July 31	for Belfast	
Amoyne, clrd at San Francisco Aug 13	for Queenstown	
Aorangi s, left Lyttelton prev to July 27	for London	
left Rio Janeiro Aug 18		
Antilles s, left Barbadoes Aug 16	for London	
Ajax s, left Shanghai	for London	
left Suez Aug 19		
Arcadia s, left St. George's Sound Aug 16	for London	
left Colombo Aug 27		
Albatross, clrd at Montreal Aug 4	for London	
Abercrombie, left Port Pirie May 1	for Queenstown	
Argus, left Port Germein June 1	for Queenstown	
Anchises s, left Shanghai	for London	
left Perth Aug 24		
Armida, left Calcutta May 3	for London	
Altmore, left Calcutta April 23	for London	
Anglo-Norman, left Iquique June 21	for Falmouth	
Andola, left Calcutta May 13	for London	
Passed Gibraltar Aug 24		
Aston Hall s, left Bombay July 27	for London	
via Marseilles		
Atalanta, left Saigon July 19	for Liverpool	
Aurania s, left New York Aug. 25	for Liverpool	
Avon, left Calcutta July 7	for London	
Apolline Emilie, left Valparaiso May 8	for Falmouth	
Armenia, left Batavia June 6	for Falmouth	
Anjer June 7		
Avlona s, left Montreal Aug 16	for Aberdeen	
Arcturus, clrd at Akayab April 23	for Channel	
passed Ascension Aug 7		
Avanti, left Moulmein May 1	for Channel	
spoken July 15, off Cape Agulhas		
Artiere Giovanni, left Buenos Ayres July 7	for Falmouth	
for Channel		
Atalanta, left Pisagua June 8	for Channel	
Astrea, left Rosario June 21	for Falmouth	
Albergo, clrd at Rangoon April 9	for Channel	
Arlington, left New York Aug 19	for Cardiff	
Affenzon, left Bassein April 30	for Channel	
A D Bordes, left Valparaiso May 23	for Channel	
Agnes Oswald, left Lyttelton July 10	for Channel	
Aboukir Bay, clrd at San Francisco July 21	for Channel	
Adelaide Mary, left Iquique June 1	for Channel	
Anna, clrd at Bassein April 2	for Channel	
Alghath, left Astoria May 15	for Cork	
Anita Friars s, left Bangkok August 3	for U Kingdom	
Anna, left Zebu March 19	for Falmouth	
left Ascension July 19		
Akara s, left Rangoon March 28	for U Kingdom	
spoken July 1, 35 S, 22 E		
Arcadia, left New York August 3	for Belfast	
Arturo, clrd at Pascagoula Aug 7	for Cork	
spoken Aug 9, 26 N, 85 W		
Apollo, left Bombay	for Hull	
left Aden Aug 17		
Ala, left St. John, July 8	for Dingle	
Afghanistan s, left Calcutta Aug 8	for Hull	
Alakor, left Sarawak Jan 28	for Swansea	
left St. Helena July 19		
Antarctic, left Port Nolloth July 14	for Swansea	
left St. Helena July 27		
B		
Brunswick s, left Maranhau Aug 13	for Liverpool	
via Lisbon Aug 28		
Biafra s, left Sierra Leone Aug 17	for Liverpool	
left Madeira Aug 25		
Borrowdale, left Portland, O. Aug 16	for Liverpool	
Britannia s, left St Vincent Aug 25	for Liverpool	
via Bordeaux		
Bengal, clrd at Calcutta Aug 18	for Liverpool	
Bavarian s, left Boston Aug 22	for Liverpool	
Basil s, left Ceara Aug 25	for Liverpool	
Bianca, left Calcutta Aug 4	for Liverpool	
Bertie Biglow, clrd at St John, N.B. Aug 16	for Liverpool	
Brindisi s, left Calcutta	for London	
left Colombo Aug 22		
Boston City s, left Pensacola Aug 11	for London	
Bayley s, left Lyttelton Aug 25	for London	
Britannia, left San Francisco May 19	for Queenstown	
Bolan, left Calcutta April 27	for Liverpool	
passed St Helena prev to July 31		
Belair s, left Barbadoes Aug 10	for London	
Bacchus, left San Francisco June 8	for Liverpool	
Bactria, left Calcutta June 6	for Liverpool	
British Empire, left Pisagua April 13	for Liverpool	
Bothwell, left San Francisco June 4	for Liverpool	
Ben Lavers, left Iquique July 3	for Falmouth	
Bravo, left Cienfuegos July 6	for London	
Ballochmyle s, left Calcutta July 21	for London	
British Isles, left Calcutta Aug 15	for London	
Bordevor s, left Boston Aug 19	for London	
British Ambassador, left San Francisco Aug 10	for Queenstown	
Baldr, left Iquique July 18	for Falmouth	
Barcelona s, left Montreal August 1	for Aberdeen	
Burgemeister Schrorer, clrd at Banjoewangie April 16	for Channel	
at Alga Bay July 9		
Bolivia, clrd at Rangoon May 22	for Channel	
Barranca, left Mauritius June 18	for Channel	
spoken Aug 5, 7 N, 27 W		
Bessel, left Mindacore, SA June 1	for Channel	
Beech Holm, left Port Pirie June 15	for Channel	
Brahmin, left Port Wakefield June 15	for U Kingdom	
Banffshire, left Wallaroo May 20	for U Kingdom	
C		
Buteshire s, clrd at St. John, N.B. Aug 10	for Cardiff	
Brodhene, left Charleston July 20	for Middlesbro	
Bothnia, left Pisagua July 16	for Channel	
Beechwood, clrd at Talcahuano July 2	for U Kingdom	
Buffalo s, clrd at New York Aug 17	for Hull	
D		
Crown of Denmark, clrd at San Francisco July 17	for Liverpool	
County of Edinburgh, left Calcutta June 11	for London	
City of Quebec, left Narrakal June 30	for London	
Cambrian Queen, left Punta Lobos April 30	for London	
Catalon s, left Philadelphia Aug 23	for Liverpool	
Chancer s, left Monte Video August 10	for Liverpool	
Caribbean s, left New Orleans August 18	for Liverpool	
Clara, left Barbadoes Aug 25	for Liverpool	
Cypromene, left Calcutta April 25	for London	
left St. Helena July 25		
Cawdor, left Calcutta April 28	for London	
spoken June 1, 15 S, 73 W		
City of Peebles, left Calcutta May 30	for London	
City of Agra s, left Calcutta Aug 10	for London	
Capella, clrd at Rangoon April 18	for Channel	
passed Ascension Aug 7		
Cambria, left Moulmein April 21	for Channel	
at Mauritius July 24		
City of Berlin s, left New York Aug 25	for Liverpool	
C Boschetto, left Rangoon April 13	for Channel	
at Alga Bay Aug 13		
Corinth, left Port Augusta April 29	for U Kingdom	
passed St. Helena prev to July 31		
Charlotte A Littlefield, left Brunswick, Ga. July 31	for U Kingdom	
City of Madrid, left Iquique August 4	for U Kingdom	
Charlotte and Anne, left Quebec July 30	for Cardiff	
Clara, left Quebec August 2	for Devonport	
Cascapedia s, left Manila July 1	for London	
left Gibraltar August 28		
Clan Matheson s, left Calcutta July 29	for London	
passed Malta Aug 25		
Clan Stuart s, left Madras	for London	
left Suez Aug 18		
Churchstow, left Cochín May 5	for London	
left St. Helena July 27		
Clan Cameron s, left Madras Aug 10	for London	
left Colombo Aug 16		
Ching Wo s, left Shanghai	for London	
passed Gibraltar Aug 20		
Clan Grant s, left Calcutta	for London	
left Colombo Aug 18		
Chocolate Girl left Grenada Aug 1	for London	
Clan Macarthur s, left Calcutta Aug 20	for London	
left Madras Aug 26		
Cuzco s, left Adelaide Aug 20	for London	
Cumberland, left Astoria April 10	for Hull	
City of Bombay s, left Calcutta Aug 25	for London	
Catheart, left Saigon July 12	for Channel	
Coventry Hall, left San Francisco March 4	for Liverpool	
Columbia, left Portland, O.	for Queenstown	
left Astoria Aug 6		
Candahar, left Calcutta May 18	for Liverpool	
Corolla, left San Francisco June 28	for Liverpool	
Collins (s), left Montreal Aug 19	for Glasgow	
Corrie E Long, left Portland, Me. Aug 14	for Greenock	
County of Carigan, left Akayab March 16	for Channel	
passed St Helena July 9		
Concordia, clrd at Rangoon April 9	for Channel	
Cressington, left Melbourne April 16	for Channel	
Crested Wave, left Halifax, N.S. Aug 8	for Channel	
Centaur, left San Francisco Apr 13	for Queenstown	
Clonard, left San Francisco April 19	for Queenstown	
Cooleen, left Mauritius April 26	for Queenstown	
passed St. Helena July 1		
County of Caernarvon, left Astoria July 17	for Q'town	
Chasca, left Corinto July 29	for Queenstown	
Carioca, left Tocopilla May 28	for Falmouth	
Catherine, left Table Bay May 30	for Falmouth	
via Ichaboe		
Clyde, left Columbia River May 22	for Falmouth	
Ciscar, clrd at Buenos Ayres June 2	for Falmouth	
Carmelo, left Iquique June 10	for Falmouth	
Cesira, left Rosario June 13	for Falmouth	
Concordia, left Rosario June 20	for Falmouth	
Cadogan, left Pisagua July 30	for Falmouth	
Concordia, clrd at Rangoon April 9	for Channel	
Cordelia, left Valparaiso May 25	for Channel	
Calcutta, left Iquique June 7	for Channel	
Cochrina, left Pisagua July 8	for Channel	
Citadel, left Bangkok prev to Aug 2	for Channel	
Chacma, left Port Germein March 21	for Channel	
left St Helena July 4		
Christine, left Mauritius March 24	for Queenstown	
Celurea, clrd at Savannah Aug 6	for Bristol	
Caroline, left Belize July 11	for Fleetwood	
Cassandra, left Port Augusta March 17	for U Kingdom	
Coronella, left Port Pirie April 2	for U Kingdom	
passed St Helena July 12		
County of Flint, left Port Wakefield Ap 26	for U Kdom	
Cape Wrath, left Adelaide May 29	for U Kingdom	
left Port Germein June 15		
County of Merioneth, left Astoria June 21	for U K'dom	
City of Sparta, left Rangoon July	for U Kingdom	
Chittagong s, left Suez August 24	for U Kingdom	
Chapica, clrd at Talcahuano June 19	for U Kingdom	
Cromartyshire, left Calcutta July 7	for Bristol	
Chischurst, left Redonda July 27	for Glos'ter	
Cairo s, left Calcutta Aug 4	for Hull	
left Perth Aug 26		
Caroline, left Savannah Aug 13	for Suttonbridge	
Cumberland, left Port Nolloth June 19	for Swansea	
spoken July 27, 8 N, 26 W		
Ceylon, left Mobile Aug 9	for Sunderland	
D		
Dacca s, left Calcutta Aug 2	for London	
left Port Said Aug 26		
Dolbadern Castle, left San Francisco May 6	for Q'town	
Dilbhur, left Iquique, July 19	for Queenstown	
Dunmardale, left San Francisco Mar 20	for Queenstown	
left Callao, July 12		
Durisdier, left New Caledonia about June 4	for Bowling	
Duisburg, left Buenos Ayres July 2	for Cardiff	
Dunelm, left Cochín March 20	for London	
via Havre Left St. Helena August 4		
Duke of Buccleuch s, left Brisbane June 18	for London	
left Port Said Aug 26		
Durham City s, left Port Royal SC, Aug 11	for London	
Denbighshire s, left Shanghai July 23	for London	
passed Gibraltar Aug 27		
Dorunda s, left Cooktown July 17	for London	
passed Gibraltar Aug 28		
Duke of Sutherland s, left Brisbane Aug 6	for London	
left Batavia Aug 25		
Dunbar Castle s, left Cape Town Aug 18	for London	
Dalton s, left New York August 19	for London	
E		
Dorothy, left Table Bay July 13	for Falmouth	
via Ichaboe		
Duke of Argyle, left Iquique Aug 17	for U Kingdom	
Dictator, clrd at Pensacola July 11	for Middlesborough	
spoken July 26, 26 N, 85 W		
Duchalburn, left Calcutta May 17	for London	
Duke of Athole, left Sydney May 28	for London	
Duleep Singh, left Astoria April 13	for Channel	
Derbyshire, left Bassein June 5	for Channel	
Dora Ahrens, left Table Bay July 10	for Channel	
Dundale, left Port Augusta May 10	for U Kingdom	
Dunloe, clrd at Talcahuano June 22	for U Kingdom	
Drumeltan, left San Francisco May 12	for Hull	
Daphne, left Iquique July 8	for Falmouth	
Devonia s, left New York Aug 25	for Glasgow	
Dona Dolores, left Laguna July 29	for Channel	
Dunkeld, left Melbourne Aug 37	for U Kingdom	
Dovre, clrd at Halifax Aug 17	for Fleetwood	
E		
Eusemere, left Calcutta June 6	for London	
spoken June 17, 5 N, 92 E		
Earnock, left Adelaide April 24	for U Kingdom	
left Wallaroo June 14		
Egypt s, left New York August 22	for Liverpool	
Emily Waters left Pisagua June 23	for Liverpool	
Erema, left Charlottetown, PEI, ---	for Liverpool	
Essex s, left Albany May 16	for London	
left Port Said Aug 16		
Eidsvold left Bangkok July 10	for London	
Eden, left Mauritius June 30	for London	
Emilie, left Bangkok March 10	for Queenstown	
left St Helena July 30		
Eurydice, left Melbourne Aug 12	for Queenstown	
Edwyed, left Iquique August 2	for Falmouth	
Europa, clrd at St John, N.B. Aug 4	for Clyde	
Elizabeths, left Quebec July 16	for Inverness	
Enterprise, left Kingston, J. July 25	for Glasgow	
Earl Wemyss, left San Francisco May 20	for Queenstown	
Estrella de Chile, clrd at Talcahuano July 5	for U Kingdom	
Earl of Dalhousie, left Iquique August 23	for U Kingdom	
Earlscourt, left Columbia River May 2	for Channel	
Eildenhope, clrd at Rangoon April 30	for Channel	
Erato, left Paysandu June 7	for Channel	
Elise, left Mauritius June 1	for Channel	
East Lothian, left Bassein July 10	for Channel	
Elsa, left Salina July 19	for Channel	
Easterhill, left Pisagua May 10	for Channel	
Edinburgh, left Port Pirie March 30	for Channel	
spoken May 20, 28 S, 44 E		
Esmeralda, left Rio Grande June 23	for Channel	
Europa, left Rosario March 23	for Channel	
Evelyn, left Portland O. May 12	for Channel	
left Astoria May 13		
Europa, left Bassein March 27	for Channel	
left Ascension July 25		
Emanuele, left Fray Bentos June 25	for Channel	
left Monte Video July 2		
Eurydice, left Melbourne July 9	for Channel	
Elmstone, clrd at Rangoon July 27	for Channel	
Elysia s, left New York Aug 23	for Avonmouth	
Elise Hoy, left Fray Bentos June 25	for Channel	
Eda, left Rio Janeiro July 5	for Cardiff	
Esra, clrd at Wilmington Aug 2	for Hull	
Erminia, clrd at Quebec Aug 7	for Sunderland	
Exe s, left Singapore July 31	for Channel	
left Suez Aug 29		
Explorer, left Pisagua May 26	for Channel	
Ellisif, clrd at Pascagoula July 16	for Dublin	
spoken Aug 3, off Sobrere Light		
Edmund Kaye, clrd at Quebec July 21	for Newcastle	
Eliza Everett, clrd at Pascagoula July 18	for Shampton	
Ebba, clrd at Campbellton, N.B. July 13	for Sharpness	
Esperance (L), left Port Nolloth July 19	for Swansea	
left St. Helena Aug 3		
Entella, left Miramichi Aug 13	for Sharpness	
F		
Fred, left Northport, N.S. Aug 10	for Liverpool	
Floridian s, left New Orleans Aug 14	for Liverpool	
Friska s, clrd at Singapore July 2	for London	
via Marseilles, left Suez Aug 16		
France s, left New York Aug 28	for London	
Falls of Earn, left Calcutta April 16	for Dundee	
passed St Helena prev to July 31		
Frederica, clrd at New York Aug 3	for Exmouth	
Flora, left Quebec Aug 2	for Hartlepool	
Fri, left Pugwash July 28	for Newport	
Fruen, clrd at New York Aug 2	for Sligo	
Falls of Clyde, left San Francisco July 31	for Liverpool	
Fiery Cross, left Port Pirie April 30	for Queenstown	
Fifeshire, left San Francisco May 22	for Queenstown	
F S Ciampa, left San Francisco June 29	for Queenstown	
Favorit, left Bassein May 26	for Channel	
Fleur de Lis, left Pisagua June 26	for Channel	
Frivold, left Miramichi Aug 12	for Dublin	
Fulda s, left New York Aug 25	for Southampton	
Fanny Minibelli, left Buenos Ayres June 23	for Cardiff	
Fangilias, clrd at Pensacola July 20	for Newport	
Fortune, left St. John's, N.F. Aug 4	for Glasgow	
Frank, left Quebec July 12	for Granton	
G		
Gudrun, left Manila May 14	for Liverpool	
passed Anjer June 24		
Glenartney s, left Singapore Aug 10	for London	
Golden Horn, left Monte Video July 3	for Cardiff	
passed St Helena prev to July 31		
Glance, left Port Broughton June 21	for Channel	
Gaspee, left Mobile Aug 9	for Liverpool	
Glenavon s, left Shanghai Aug 16	for London	
left Hong Kong Aug 26		
Greenock, clrd at Pensacola July 19	for Liverpool	
Gulf of Suez s, left Callao July 12	for Liverpool	
left Coronel Aug 18		
Gulf of Trinidad s, left Callao Aug 16	for Liverpool	
Gulf of St. Vincent s, left Coronel Aug 18	for Liverpool	
Gallicia s, left Coronel Aug 29	for Liverpool	
Gloria, left Iquique July 2	for Falmouth	
Glenfruin s, left Manila July 28	for London	
Glenearn, left Talcahuano May 7	for Queenstown	
left Valparaiso June 7		

Glappadarn, left Moulmein May 21 for Channel
Greta, left Adelaide June 15 for Channel
Gesine, clrd at Maracaibo July 10 for Channel
Getaysburg, left St John N B, Aug 13 for Channel
Grantully Castle s, left Cape Town Aug 16 for Q'town
via Madeira
Golden Horn, left Calcutta March 25 for Dundee
left St Helena July 28
Gitana, clrd at Talcahuano May 2 for U Kingdom
spoken July 4, 31 N, 41 W
G H Wappaus, left Port Harir Aug 4 for Channel
Grace Gibson, left Valparaiso May 25 for Plymouth

H
Huzara s, left Bombay August 1 for London
left Port Said August 21
Helvetia s, left New York Aug 10 for London
Helena, left Rio Janeiro July 19 for Falmouth
spoken Aug 3, 6 N, 32 W
Hinrich, left Rio Grande July 18 for Falmouth
Helene, left Buenos Ayres July 2 for Falmouth
Helene, left Corinto June 28 for Channel
Hyderabad, left San Diego May 8 for Channel
at Valparaiso July 5
Hindustan, clrd at Savannah July 28 for Bristol
Hawkesbury, left Rio Janeiro July 13 for Cardiff
Havruen, left Halifax Aug 3 for Penarth
Hoghton Tower, left Calcutta May 16 for London
left St. Helena Aug 6
Hope, left Mauritius May 12 for London
passed Ascension July 16
Humboldt, left Iquique July 6 for Falmouth
Heros, left Buenos Ayres June 23 for Falmouth
Hafren, left Rio Grande June 30 for Channel
Harriet, left Rio Grande June 23 for Channel
spoken Aug 9, 10 N, 27 W
Hero, left Quebec July 2 for Leith
Hero, left Fray Bentos July 20 for Channel
Hermione, left Canterbury, NZ, Aug 17 for U Kingdom
Honduras s, left Talcahuano July 4 for Liverpool
at Rio Janeiro July 31
Heliades s, left Rosario for Liverpool
left Las Palmas Aug 27
Haniel s, left New York Aug 28 for Liverpool
Hubbuck s, left Melbourne Aug 27 for London
Hispania s, left Calcutta Aug 27 for London

I
Iasula Capri, clrd at Savannah Aug 1 for London
India, left Rangoon April 18 for Channel
passed Ascension Aug 4
Irby, left San Francisco July 13 for Liverpool
India s, left New York Aug 18 for Liverpool
Inventor s, clrd at New Orleans Aug 10 for Liverpool
Ionic s, left Canterbury July 21 for London
left Rio Janeiro Aug 14
Iberia s, left Adelaide July 23 for London
left Sagres Aug 26
Inanda s, left Port Natal Aug 17 for London
left Cape Town Aug 21
Ianthie, left Port Nolloth June 16 for Swansea
passed St Helena July 3
India s, left Calcutta July 1 for London
passed Gibraltar Aug 11
Iduna, left St Marc (Hayti) Aug 19 for Queenstown
Irawaddy s, left Rangoon Aug 13 for U Kingdom
left Aden Aug 29
Iran s, left Bombay Aug 22 for Liverpool
Isla de Mindanao s, left Manila Aug 20 for Liverpool
left Singapore Aug 26

J
Jane Sprott, left Adelaide May 2 for Channel
at Calao July 29, damaged
Jessonda, left Valparaiso Aug 24 for Channel
Joseph Haydn, left Singapore May 21 for Liverpool
passed Anjer June 9
J H Ramien, left Punta Arenas June 28 for Falmouth
J C Wams, left Adelaide May 8 for U Kingdom
left Port Germain May 28
Jessie Renwick, left Moulmein July 11 for U Kingdom
Jamaica, left Noumea June 30 for Bowling
Jane Fairlie, left Mauritius June 26 for Croke
Jesva, left Monte Video July 13 for Newport
J M M'Laren, clrd at St. John, NB, Aug 16 for Cardiff

K
Kistna, left Calcutta July 11 for Hull
Kenilworth, left Port Pirie May 14 for Channel
spoken July 1, 34 S, 23 E
Kildonan, left Iquique May 30 for Channel
Kansas s, left Boston Aug 21 for Liverpool
Karamania s, left Calcutta Aug 4 for London
left Perim Aug 25
Khedive s, left Shanghai for London
left Suez Aug 26
Kongsbyrd, left Algoa Bay July 16 for London
Kepler s, left New York Aug 19 for London
Kalliope, left Rangoon April 13 for Channel
King Cenrie, left Portland, O, — for Channel
left Astoria July 4
Killenau, left San Francisco July 13 for Liverpool
Kinfauns, left Portland, O, April 30 for U Kingdom
Kinclune, left Port Pirie May 16 for U Kingdom
Kilbrannan, left Calcutta June 24 for Sharpness
Kate Burrill, clrd at St. John, NB, July 21 for L'derry
spoken Aug 12, 49 N, 39 W

L
Loch Broom, left Saigon June 7 for Liverpool
passed Anjer June 30
Lake Huron s, left Quebec Aug 21 for Liverpool
Lord Canning, left Calcutta May 10 for London
passed St Helena prev to July 31
Lilla, left Cobu May 21 for Channel
passed Anjer June 24
Lady Cairns, left Portland, O, April for Cork
spoken May 8, 27 N, 129 W
Lord Dufferin, left Calcutta July 11 for Hull
Linnea, left Quebec Aug 2 for Wexford
Loch Carron, left Calcutta April 14 for London
Loch Shiel, left Melbourne May 16 for London
Lodestar, left Calcutta, April 29 for London
Lady Ruthven, left Tellicherry May 17 for London
Locksley Hall s, left Kurrachee Aug 26 for London
via Marseilles
Lake Ontario s, left Quebec Aug 28 for London
Lowther Castle, left Calcutta April 15 for Dundee
passed St Helena prev to Aug 9
Louise, clrd at Halifax Aug 10 for Glasgow
Lochee, left Calcutta July 13 for London
Lord Cairns, left San Francisco June 7 for Queenstown
Loreto, left Buenos Ayres July 23 for Falmouth
La Querida, clrd at Talcahuano May 25 for U Kingdom

Lindores Abbey, left Astoria April 30 for U Kingdom
Loch Ave, left Adelaide June 22 for U Kingdom
Lanarkshire, left Lyttelton, NZ, June 13 for Channel
Loch Katrine, left Melbourne June 8 for Channel
Lepanto, clrd at Rangoon May 23 for Channel
Linda, left Bangkok July 11 for Channel
Largo Bay, left Lyttelton July 21 for Channel
Lord of the Isles, left Iquique May 18 for Channel
Lisa, left Bangkok March 2 for Cardiff
left Port Elizabeth June 8
Lord Warwick s, left Baltimore Aug 12 for Londonderry
Loch Ken, left Pisagua July 11 for Channel
Lady Elizabeth, left Pisagua June 11 for Channel
Lord O'Neill s, left Baltimore Aug 18 for Belfast

M
Maiden City, left Portland, O, — for Channel
spoken July 13, 33 N, 127 W
Mabel Taylor, left Hong Kong April 8 for London
passed St Helena prev to July 31
Maggie M, clrd at St John, NB, Aug 2 for Queenstown
for Liverpool
Marana s, left Calcutta July 2 for Liverpool
passed Gibraltar August 23
Marcia s, left Manila July 20 for Liverpool
left Galle August 16
Mandingo s, left Lagos Aug 11 for Liverpool
left Grand Canary Aug 29
Mersey Belle, clrd at New York Aug 14 for Liverpool
Michigan s, left Boston Aug 28 for Liverpool
Mentmore s, left Baltimore Aug 16 for Liverpool
Murciano s, left Quebec Aug 11 for London
left Sydney, CB, Aug 16
Manora s, left Calcutta Aug 15 for London
left Madras Aug 20
Monmouthshire s, left Shanghai — for London
passed Gibraltar Aug 27
Marie, clrd at Trinidad July 17 for Queenstown
Melpomene, left Akab March 20 for Channel
left St. Helena July 4
Menai, left Port Broughton May 12 for Channel
Morayshire, left Port Wakefield July 12 for Channel
Margam, left Laguna July 6 for Channel
Mandalay, clrd at Talcahuano June 13 for U Kingdom
Maroon s, left Jamaica Aug 23 for London
Marie Heyn, clrd at Brunswick, Ga. Aug 14 for London
Mirzapore s, left Shanghai for London
via Marseilles
Left Colombo Aug 28
Michigan s, left Baltimore Aug 17 for London
Mistley Hall, left Calcutta May 22 for Hull
passed St Helena prev to Aug 9
Mangalore, left Adelaide May 22 for Liverpool
Merionethshire s, left Shanghai July 22 for London
Mooltan s, left Calcutta July 26 for London
Murrumbidgee s, left Adelaide July 29 for London
left Aden Aug 24

N
Morna, left San Francisco April 14 for Channel
M B Kohrsch, left Rangoon May 11 for Channel
Mirella, clrd at Port Pirie May 7 for U Kingdom
Mersey, left Port Augusta March 31 for U Kingdom
Mountain Laurel, left Adelaide May 12 for U Kingdom
Mary Low, left Astoria June 13 for U Kingdom
Miltiades, left San Francisco April 12 for Cork
Matterhorn, left Calcutta June 13 for Hull
Mona, left Rangoon April 13 for Cork
spoken July 19, 17 S, 5 W
Manitoba, clrd at Brunswick Aug 4 for Carnarvon
Mercurius, left Rosario June 1 for Plymouth
Moselle s, left Barbadoes Aug 20 for Southampton
Mosca, clrd at Pensacola Aug 9 for Sharpness
Morua s, left Port Royal, SC, Aug 19 for Belfast

N
Newman Hall, left Bassein April 23 for Queenstown
left St Helena July 20
Nautik, left Tehuantepec June 6 for Channel
Notre Dame de la Garde, left Beachport, SA, June 4 for Channel
Nagpore, left Iquique Aug 8 for Channel
Natuna, left Astoria July 27 for United Kingdom
Niobe, left Singapore Aug 17 for Liverpool
Nixe, clrd at Singapore April 18 for Liverpool
passed Anjer May 17
Norden, left Mauritius June 28 for Liverpool
Nuevo Stella, clrd at Rangoon March 27 for Channel
Norman, left Newcastle NB, Aug 17 for Belfast
Nord America, clrd at New York July 27 for Lynn
Nikaria, clrd at St. John, NB, Aug 17 for Liverpool
Naeshen, left Buenos Ayres July 10 for Cardiff

O
Ossian s, left Manila June 12 for London
left Perim Aug 12
Ormuz s, left Adelaide Aug 6 for Liverpool
left Aden Aug 25
Ormen, left Northport NS, Aug 5 for Liverpool
Orient, left Cochiti Feb 25 for London
left Mauritius July 11
O S Southard, left Columbia River July 11 for U Kingdom
Orellia, left Calcutta May 22 for Liverpool
Oakhurst, clrd Talcahuano at May 12 for U Kingdom
Oaklands, left South Australia July 3 for Channel
Ocola, left Tuyn July 7 for Channel
Oenone, left Calcutta May 11 for London
left St Helena July 19
Oamaru, left Auckland for London
left Wellington June 27
Orestes, left Shanghai for London
passed Gibraltar Aug 26
Orchomea, clrd at San Francisco Aug 10 for Q'ntown
Otago, left Canterbury, NZ, July 17 for U Kingdom
Oscar, left Halifax Aug 2 for Barrow
Osanna, clrd at New York July 21 for Exmouth

P
Pedro, clrd at Miramichi July 20 for Liverpool
Potosi s, left Coroneil Aug 11 for Liverpool
left Rio Janeiro Aug 25
Pavonia s, left Boston Aug 25 for Liverpool
Pisco, left Sourabaya May 7 for U Kingdom
passed St Helena prev to Aug 9
Port Victor s, left Penang Aug 20 for London
via Marseilles
Prince Edward, left Iquique Aug 23 for U Kingdom
Picton Castle, clrd at Talcahuano July 4 for U Kingdom
Priorhill, left Lyttelton July 9 for Channel
Pelho, left Mauritius June 18 for Liverpool
Pioneer, left Pisagua June 5 for Falmouth
Port Glasgow, left Iquique June 2 for U Kingdom
Pari, left Port Germain May 1 for U Kingdom
Papa, left Apia April 4 for Channel
Penthesilea, clrd at Rangoon May 30 for Channel
Principality, clrd at Rangoon April 19 for Channel
spoken June 9, 28 S, 50 E
Peppina, left Frey Bentos June 9 for Cork
spoken July 20, 5 S, long 89 E

Polynesia s, left Baltimore Aug 21 for Bristol
Pembroke Castle, left Port Nolloth July 28 for Swansea
Perpetua, clrd at Darien July 11 for Yarmouth, Nor

R
Rufford Hall s, left Kurrachee Aug 12 for Liverpool
via Marseilles
Rubens s, left River Plate — for Liverpool
left St Vincent Aug 17
Rydal Water s, left River Plate Aug 20 for Liverpool
Rona, left Montego Bay Aug 1 for Liverpool
Republic s, left New York Aug 25 for Liverpool
Rio, left Mauritius June 12 for London
at St Helena July 21
Rome s, left King George's Sound Aug 3 for London
left Port Said Aug 26
Runer, left Cienfuegos July 10 for London
left Trinidad July 23
Ravenna s, left Calcutta Aug — for London
passed Malta Aug 25
Royal Visitor, left Quebec Aug 1 for Liverpool
R Morrow, left Madras June 10 for London
left Calingapatam July 6
Rimutaka s, left Lyttelton, NZ, Aug 11 for London
River Thames, left Port Pirie March 20 for Queenstown
passed Ascension July 6
Razeto, left Buenos Ayres July 6 for Falmouth
Rahane, left Francisco July 30 for U Kingdom
Rescue, left Rio Grande July 21 for Falmouth
Rewa, left Port Victor March 18 for Channel
at Mauritius Aug 3
Roscrana, left Astoria July 26 for Channel
Resolute, clrd at Quebec July 26 for Dublin
Raven, clrd at Laguna July 6 for Channel
Rudolph Josephy, left Lyttelton June 22 for Channel
Recco, clrd at Pensacola July 20 for Sharpness
Rosa, clrd at New York July 25 for Waterford
Royal George, clrd at Port Pirie July 19 for U King
Regent, left Singapore May — for Liverpool
passed Ascension Aug 2
Rialto, left Hong Kong March 22 for London
passed Anjer April 28
Rokeby Hall, left Iquique June 8 for Falmouth
Rosenius, left Port Pirie March 8 for U Kingdom
at Cape Town July 18
Religione s Libertas, left Moulmein April 7 for Channel
Russia, clrd at Rangoon June 11 for Channel
Rimac, left Iquique July 26 for Channel
Royal Alice, left Port Townsend May 20 for Cork
Ricordo, clrd at Pensacola Aug 6 for Swansea
Rhea, left Charleston Aug 6 for Yarmouth

S
Sierra Blanca, left Bassein Aug 13 for Liverpool
St. Joseph, left Rosario June 11 for Channel
Shelley s, left Bombay July 22 for Channel
left Malta Aug 19
Sutherlandshire, left Bassein Aug 7 for Channel
Sea Queen, left Iquique June 1 for Channel
Star of Russia, left San Francisco July 23 for Channel
San Ignacio de Loyola s, left Manila July 23 for Liverpool
left Suez Aug 23
St. Oswald s, left Singapore July 28 for Liverpool
passed Malta Aug 19
Scottish Isles, left Akab April 21 for Liverpool
left St. Helena July 30
Spenser s, left Monte Video Aug 3 for Liverpool
left St. Vincent Aug 20
Struan, clrd at New York Aug 10 for Liverpool
St. Bonans s, left New York Aug 23 for Liverpool
St Dunstan s, left Saigon Aug 28 for Liverpool
Stirlingshire, left New Caledonia July 2 for Channel
Sunbeam, left Rio Grande June 28 for Channel
Sagitta, left Guayaquil June 22 for Channel
Star of Erin, left Port Augusta June 26 for U Kingdom
St. Joseph, left Quebec July 31 for Fleetwood
Scotsman, clrd at Halifax July 27 for Llanelli
Sindia, left Calcutta June 22 for Liverpool
Shannon s, left Bombay — for London
left Gibraltar Aug 29
Smit, left Singapore August 18 for London
Speranza, left Savannah-la-Mar July 21 for Falmouth
Sigrlinn, left Puerto Plat June 26 for Greenock
Skibladner, clrd at Montreal July 12 for Greenock
at Quebec July 13
Sumatra, left Cochiti Aug 23 for London
Standard, left Portland, O — for Queenstown
left Astoria Aug 6
Spica, left Bassein May 13 for Glasgow
passed St Helena July 12
Star of Germany, left Calcutta June 9 for London
Star of Denmark, left Calcutta May 23 for London
Senta, left Hong Kong — for London
left St. Helena July 31
Salamanca, left Lyttelton June 3 for London
Star of Persia, left Calcutta June 22 for London
St. Mildred, left Melbourne June 30 for Queenstown
Santiago, left San Francisco June 29 for Queenstown
Silvio, left Pasaroang May 25 for Falmouth
Seine, left Antofagasta July 1 for Channel
San Domenico, left Fray Bentos July 20 for Channel
Savanna, left New York Aug 10 for Belfast
Svalen, left Cape Hayti June 26 for Channel
Sarah & Emma, clrd at Rangoon June 4 for Channel
Salvatore Accame, left Moulmein May 18 for Channel
Saerimner, left Bassein — for Channel
at Port Said July 28
Seladon, left Akab May 15 for Channel
Solveig, left Gualeguaychili June 22 for Channel
Scottish Chief, left Port Wakefield May 7 for U Kingdom
Sarah Bell, clrd at Talcahuano May 3 for U Kingdom
Strathblane, left Rangoon June 30 for U Kingdom
Sea Toller, left Taltai June — for U Kingdom
Star of Austria, left San Francisco July 23 for U Kingdom
Scutola, clrd at New York July 21 for Ipswich
Saraca, left San Francisco June 19 for Sligo
Sigrid, left Table Bay, July 26 for Cardiff
Satisfaction, left Quebec July 21 for Sunderland
Sea Breeze, left Rio July 11 for Cardiff
Senator Weber, clrd at Quebec Aug 7 for Cardiff
Sofia B, clrd at Chatham, NB, Aug 1 for Penarth
St. Petersburg, left Quebec July 15 for Tyne
Semaria, clrd at Quebec Aug 13 for Londonderry

T
Texan s, left Vera Cruz August 9 for Liverpool
Thessaly s, left Buenos Ayres August 12 for London
Tenby Castle, left Pisagua May 29 for Channel
Theodore Engel, left Pisagua May 27 for Channel
Tommasco, clrd at Pensacola August 1 for Newport
Tagus s, left Manila Aug 9 for Liverpool
left Singapore Aug 20
Trust, clrd at Parrsboro, NS, Aug 7 for Liverpool

Temple Bar, clrd at Pensacola July 21	for Liverpool
Thiopia, left Singapore June 4	for London
passed Aug 21	
Turkistan, left Bangkok August 3	for Liverpool
Thurland Castle, left Astoria May 13	for U Kingdom
Tower Hill, clrd at San Francisco Aug 9	for Q'town
Thomas Bell, clrd at San Francisco July 30	for Belfast
Terpsichore, clrd at Pascagoula July 26	for Swansea
Tare, clrd at Pensacola July 26	for Liverpool
Tyrone, left Natal	
left Mauritius June 20	
Terioldale, s, left Monte Video Aug 22	for Liverpool
Thames, left Bombay Aug 21	for London
left Aden Aug 28	
Tabor, left Gualeguaychu Aug 9	for Channel
Times, left Pisagua June 11	for U Kingdom
Thirlmere, left San Francisco Aug 26	for Southampton
Trojans, left Cape Town Aug 22	via St. Helena, Ascension and Madeira
U	
Urania, left Akyab March 27	for Falmouth
left St Helena July 9	
Ulrica, left Calcutta July 13	for London
Urala, left Bassein May 3	for Channel
V	
Victoria, left Brunswick Ga July 31	for Liverpool
Vale of Nith, left Pisagua June 14	for Channel
Vale Royal, clrd at Falmouth, July 31	for London
Vase, left Black River, J, July 16	for Falmouth
Vigant, left Buenos Ayres June 27	for Falmouth
Vigant, left Rio Grande June 28	for Channel
Volante, left Rio Janeiro July 21	
Vancouver, left Quebec July 28	for Dublin
Vincoff, left Port Natal June 9	for London
Ventura, left San Francisco May 24	for Queenstown
Venezian, clrd at Rangoon May 15	for Greenock
Victoria Bay, left Port Augusta May 3	for U Kingdom
Volenta di Dio, clrd at Rangoon June 29	for Channel
Vallejo, clrd at Talcahuano May 3	for U Kingdom
Valparaiso, left nitrate port Aug 5	for Channel
Vandis, clrd at Pensacola July 10	for Fleetwood
Vedova R, clrd at Pensacola July 12	for West Hartlepool
W	
West Lothian, left Bangkok Aug 23	for Liverpool
Wisconsin, s, left New York Aug 28	for Liverpool
Western Belle, left Algona Bay July 21	for London
Waverley, s, left Batavia Aug 23	for Queenstown
W H. Green, left Algona Bay July 27	for Falmouth
Wydale, s, left Newport News Aug 13	for Harwich
Wega, left Bangkok March 4	for Channel
left Port Elizabeth July 2	
Woodfield, left Monte Video July 6	for Cardiff
Westgate, left Calcutta July 15	for Hull
Woolton, left San Francisco July 17	for Liverpool
W H. Corsar, clrd at Pensacola July 19	for Liverpool
Wanlock, left Taitoria July 7	for Falmouth
Worsley Hall, s, left Kurches Aug 9	for Liverpool
via Marselles Left Port Said Aug 23	
Ware Queen, left Barbados July 31	for Liverpool
Weneth Hall, s, left Bombay Aug 15	for Liverpool
via Marselles Left Perim Aug 25	
Wayfarer, clrd at Musquash, NB, Aug 6	for Liverpool
Westland, left Canterbury, NZ, Aug 17	for U Kingdom
Windhover, left Astoria Aug 3	for U Kingdom
Z	
Zippora, left Akyab May 1	for Channel
passed St Helena July 29	
Zeta, s, left Rosario July 29	for Newport
left Las Palmas Aug 21	
Zadok, left Port Germain March 21	for Channel
spoken May 24, 17 S, 25 W	
Zoe, left Callao May 8	for Liverpool
via Payta	
Zemindar, left Calcutta July 25	for Liverpool

OUTWARD BOUND.

The following Ships will Sail :-

FROM LONDON.

To.	Ship.	Captain.	Size.	Dock.
Algo Bay—Annie Main, Black, B, 499, SWID				
Auckland—Walden, Leeman, B, 1124, SWID				
Adelaide—Sussex, Malcolm, B, 1306, SWID				
Adelaide—Theophane, Nelson, B, 1519, SWID				
Adelaide—Hartell, Harman, B, 1224, SWID				
Batoum—Rhône (s), Westcott, B, 898, MD				
Barbados—Arvon (s), Milner, B, 1417, VD				
Bermuda—Sir G. F. Seymour, Hollis, B, 267, WID				
Boston—Stockholm City (s), Thompson, B, 1759, RVD				
Berice, &c—Nonpareil (s), Boniface, B, 1058, WID				
Cape Town—Francesca T. Martinovich, 1111, SWID				
Cape Town, &c—Hawarden Castle (s), Harrison, B, 2722, EID				
Calcutta—Bann, Cutting, B, 1667, EID				
Calcutta, &c—Chusan (s), Nantes, B, 2656, RAD				
Calcutta, &c—Pekin (s), Harris, B, 3929, RAD				
Cadiz, &c—Gibraltar (s), Harvey, B, 915, LD				
Cadiz, &c—Cadiz (s), Drummond, B, 900, LD				
Christiania—Cameo (s), Langlands, B, 833, MD				
Canterbury—Wellington, Cowan, B, 1247, EID				
Dantzic—Henri Evreina, Levisage, F, 136, LD				
Dunedin—Rakia, Banks, B, 1025, SWID				
East London—Ida, Tornberg, N, 509, SWID				
Fremantle—W. H. Watson, Smith, B, 514, SWID				
Gothenburg—Thorsten (s), Pettersson, SW, 1052, MD				
Halifax—Mackay-Bennett (s), Le Fanu, B, 1013, VD				
Hong Kong—Eme, Summers, B, 774, LD				
Hobart, &c—Arawa (s), Stuart, B, 3268, RAD				
Hobart, &c—Crummock Water, White, B, 995, RAD				
Kral, &c—Varna (s), Cooper, B, 835, MD				
Kronberg, &c—Argyle (s), Walters, B, 767, Hanover-hole				
La Guayra—Dunphail Castle, Johnson, B, 720, LD				
Liban—Perm (s), Hansen, D, 715, MD				
Lyttelton—Harrun, Sinclair, B, 1012, SWID				
Madagascar—Lady Milne, Bonneville, B, 304, WID				
Marseilles, &c—Cernice (s), Jordan, F, 1062, RAD				
Mauritius—Lady Douglas, Keen, B, 594, SWID				
Melbourne—Kintmore, Fickle, B, 2457, VD				
Melbourne—Ivanhoe, George, B, 1383, SWID				
Melbourne—Emily Chaplin, Harris, B, 733, SWID				
Melbourne—Orissa, Quail, B, 1119, SWID				
Melbourne—Sobron, Elmslie, B, 2131, SWID				
Melbourne—Scottish Lochs, Bryde, B, 2573, SWID				
Montevideo, &c—Mozart (s), Spratly, B, 1304, RAD				
Montevideo, &c—Henriette H (s), Voss, B, 1498, VD				
Napier—Waimea, Pottinger, B, 514, SWID				
New Orleans—Federation (s), Pinkham, B, 1578, VD				
New York—Dunrobin, Travis, B, 1375, Follyhouse Buoy				

To.	Ship.	Captain.	Size.	Dock.
New York—Greece (s), Jeffrey, B, 2712, RAD				
New York—Wilhelm Birkedal, Stangebye, N, 823, SCD				
New York—Lydian Monarch (s), Huggett, B, 2595, MD				
New York—Theodore Fischer, Harton, G, 1792, Long Reach				
Norrkoping—Sjælland (s), Larsen, D, 432, SCD				
Otago—Canterbury, M'Millan, B, 1215, EID				
Philadelphia—Martha Cobb, Crosby, Am, 1249, MD				
Philadelphia—Armonia, Massi, I, 955, Greenhithe				
Palermo, &c—Palmyra (s), Munro, B, 707, LD				
Para—Zara, Ceaton, B, 253, WID, Tatham				
Port Natal—Broderne, Baumann, D, 215, LD				
Port Natal—Umzinto (s), Harvey, B, 1166, LD				
Punta Arenas—Anita, Brunel, B, 328, KD				
Punta Arenas, &c—Athene, Bohle, G, 629, StKD				
Quebec, &c—Assyria (s), Bentley, B, 2608, RAD				
Rio Grande—Afma, Andersen, D, 290, LD				
Rio Janeiro—Horrox (s), Rendle, B, 1091, RAD				
Rosario—Ophir, Jarevich, Aus, 266, LD				
Rosario—Jose No 5, Cummins, 247, VD				
Shanghai, &c—Glenorchy (s), Gedy, B, 1822, SWID				
Shanghai, &c—Nepaul (s), Cole, B, 1975, RAD				
Shanghai, &c—Palamed (s), Jackson, B, 1535, RAD				
St Helena—Emma Ernest, Gill, B, 207, WID				
St Lucia—Areta, Hall, B, 241, WID				
Stettin—Libau, Nicilai, G, 458, MD				
Stockholm—Presto (s), Abernethy, Sw, 805, MD				
Sydney—Abergeldie, Levie, B, 1152, SWID				
Sydney—Lucknow, Lidstone, B, 1440, SWID				
Sydney—Tythonus, Lambert, B, 1153, EID, Green & C				
Sydney, &c—Austral (s), Ruthven, B, 3271, TD				
Sydney, &c—Gulf of Corcovado (s), Warden, B, 1482, RVD				
Sydney, &c—Paramatta (s), Murray, B, 2606, RAD				
Sydney—Eleanor Margaret, Fishwick, B, 2327, SWID				
Sydney—Kheronese, Sleightholm, B, 1710, EID				
Sydney, &c—Ballarat (s), Ashdown, B, 2679, RAD				
Sydney—Macquarie, Goddard, B, 1867, EID				
Sydney—Shear, Stirling, B, 1173, EID				
Sydney, &c—Britannia (s), Murray, B, 3145, RAD				
Sydney, &c—Fifeshire (s), Miller, B, 2426, SWID				
Sydney, &c—Port Denison (s), Sturrock, B, 2289, TD				
Sydney, &c—Victoria (s), Cates, B, 3167, RAD				
Trinidad, &c—Godalming (s), Shekyls, B, 834, LD				
Townsville—Glencoyne, Jones, B, 426, EID				
Victoria (VD), &c—Menock, Chalmers, B, 786, EID				
Wellington—Invercargill, Muir, B, 1246, EID				
Wellington—Turakina, Power, B, 1189, SWID				
Wasa—Fuglen, Hansen, D, 219, WID				
Zanzibar, &c—Kistna (s), Coope, B, 431, RAD				

FROM LIVERPOOL.

Adelaide—Glengaber, 658, Rolleston, CngD	
Africa (WC)—Nubia (s), 1235, Davis, CobD	
Archangel—Caerloch, 461, Smith, GtnD	
Baltimore—Oranmore (s), 2215, Jones, AlxD	
Barcelona, &c—Manuela (s), 521, de Goitia, CobD	
Boston—Catalonia (s), 3093, Atkin, AlxD	
Boston—Iowa (s), 2903, Owens, AlxD	
Boston—Scythia (s), 2906, Roberts, AlxD	
Boston—Virginia (s), 2694, Fitt, AlxD	
Brisbane—Loch Doon, 786, Bridle, SD	
Buenos Ayres—Activ, 706, Andersen, GtnD	
Buenos Ayres—Louis (late City of Aberdeen), 569, Cornelissen, PD	
Buenos Ayres—Activ, 706, Andersen, GtnD	
Calcutta—Pallas (s), 2112, Rawlings, LtnD	
Christiania—Lindesnaes (s), 233, Stollenberg, GtnD	
Christiansund—Lector Schweigaard, 323, Davidsen, Cand	
Ceara—Ocean Racer, 202, White, GtnD	
Colon, &c—Haytian (s), 1489, Coward, SdnD	
Colon, &c—Statesman (s), 1219, Edgar	
Copenhagen, &c—Hercules (Ang), 741, Gohbrandt, B-MD	
Callao—Phonozia, 764, Brane, BkD	
Constantinople, &c—Pharos (s), 1448, Willox, HknD	
Coquimbo, &c—Beechdale, 792, —, SD	
Demerara—Orion, 555, Bergersen, BkD	
Fiune, &c—Sarasgosa (s), 1390, Rothwell, HknD	
Genoa, &c—Secolo, 1906, Oneto, TxD	
Gibraltar—Ocean Belle, 282, Harroway, BkD	
Gibraltar—Olive Branch, 232, Harroway, BkD	
Havana—Nieto (s), 1829, Ugarte, Cand	
Havana, &c—Gallego (s), 1515, Arrabalaga, HknD	
Harbour Grace—Violet, 148, Shapland, GD	
Halifax—Doone, 338, Folkildsen, GtnD	
Iquique—Moltke, 827, Crantz, WD	
Ibrail—Macedonia (s), 1865, Marsh, WeD	
Ibrail, &c—Incemore (s), 1118, Simpson, WeD	
Lisbon, &c—Castilian (s), 397, Gilbert, HknD	
Lulea—Hertha, 416, Gjeruldsen, GtnD	
Lima—Aranco, 572, Blatchford, PD	
Montevideo, &c—Amor (s), 1288, Bennett, ToxD	
Montevideo, &c—Toledo (s), 1896, Wishart, HknD	
Melbourne, &c—Carlisle, 1120, Arendrup	
Manila, &c—Reina Mercedes (s), 2096, Ugarte, LtnD	
Nakskov—Krystal (s), 256, Berresen, VD	
New Orleans—Discoverer (s), 1455, Hughes, HarD	
New Orleans—Governor (s), 1717, Valiant, HarD	
New York—City of New York (s), 5930, Watkins, LtnD	
New York—Cleveland, 1230, Winnes, Cand	
New York—Italy (s), 2624, Pearce, AlxD	
New York—Umbria (s), 3400, M'ickan, AlxD	
New York—Wyoming (s), 2414, AlxD	
New York—England (s), 3021, Heeley, AlxD	
New York—Servia (s), 3971, M'Kay, AlxD	
New York—Stamboul, 1248, Cann, Cand	
Odesa, &c—Alsatian (s), 1162, Chrissian, HknD	
Portland (O), &c—City of Carlisle, 823, M'Kechnie, SD	
Port Natal—Troubadour, 295, Gahrs, PD	
Para, &c—Manauense (s), 995, Murray, BD	
Para, &c—Theresina (s), 737, Spedding, BD	
Pernambuco, &c—Author (s), 885, Everett, BD	
Philadelphia—Lord Gough (s), 2370, Hughes	
Pomaron—Camma (s), 523, Faul, GtnD	
Porto Rico, &c—Areobio (s), 1322, Mendialdua, AlxD	
Porto Rico, &c—Buenaventura (s), 1183, de Larrinaga, HyD	
Quebec—Quebec (s), 1731, Davies, BkD	
Quebec, &c—Lake Nepigon (s), 1438, Carey, AlxD	
Quebec, &c—Polynesian (s), 2023, Wylie	
Quebec, &c—Montreal (s), 2160, Wall, AlxD	
Rangoon—Fortunata Catterina, 891, Govi, Bbk D	
Riga—Vega, 166, Levarsen, PD	
Riga, &c—Neva, 625, Best, BbkD	
Rio Janeiro—Belle Vue, 679, Jensen, BbkD	
Rio Janeiro—Bessie Hamilton, 341, Olsen, Cand	
Rio Janeiro, &c—Humboldt (s), 1059, Grimes, Cand	
Riisor—Lesseps, 364, Pedersen, QD	
Rosario, &c—Siddons (s), 1927, Brown, WD	
San Francisco—Olg, 1340, Thetzen, PD	

To.	Ship.	Captain.	Size.	Dock.
San Francisco—City of Florence, 1193, Leask, SD				
Santander, &c—Nina (s), 534, Gartzke, CobD				
Santander, &c—Donata (s), 523, Aguirre, CobD				
Santander—Miguel Saluz (s), 500, Garay, QD				
Santos, &c—Halley (s), 1210, Holt, HknD				
Savannah—Gler, 484, Dolb, Gnd				
St John (NB)—Neptun, 609, Johannesen, Cand				
St John's (NF), &c—Lilian, 146, May, GD, Job Bros				
St. Petersburg—Marion (s), 642, Dabbert, BkD				
Shanghai, &c—Telamon (s), 1555, Jackson, BkD				
Shanghai, &c—Titan (s), 1554, Brown BkD				
Shanghai, &c—Bellerophon (s), 1396, Guthrie, AD				
Sundswall—Dagny, 549, Gjertsen, CrsD				
Sydney, &c—Grecian (s), 1272, Truebridge, VD				
Svevborg—Odin, 134, Christiansen, GtnD				
Tarragona, &c—Lope de Vega (s), 548, Soto				
Tarragona, &c—Ter (s), 606, Nieto, CobD				
Tarragona, &c—Juana (s), 757, Gastanaga, CobD				
Tarragona, &c—Rita (s), 736, Rolg, CobD				
Talcahuano—Gallovidian, 399, Price, PB				
Victoria, &c—T S Stowe, 635, Fraser, SD				
Valparaiso—Cape Clear, 852, Norman, SD				
Valparaiso, &c—Sorata (s), 2904, Brown, MphD				
Vera Cruz—Garibaldi, 303, Tallaksen, GtnD				
Vera Cruz, &c—Editor (s), 1080, Chandler, BD				
Wellington, &c—Jesse Readmann, 961, Gibson, PD				
Wyburg—Ipota, 588, Johansen, Cand				
Wyburg—J H Schwensen, 375, Gjermundsen, GtnD				
Wyburg—Kreon, 447, Jensen, Cand				

FROM GLASGOW.

Adelaide—Amoy, 994, Crouch	
Adelaide—Nerna, 1050, Reid	
Brisbane—Sardhana, 1120	
Calcutta—City of Khios (s), M'Pherson	
Calcutta—City of London (s), 2079, Black	
Dunedin—Helen Denny, 723, James	
Fiume, &c—Adria (s), 893, Pascoletti	
Guayaquil—Musca, 699, Oltmann	
Havana, &c—Fort William (s), —, —	
Hiogo, &c—Kobe Maru (s), 1358, —	
Jamaica—William Coulman (s), 366, —	
Lisbon, &c—Lord Rosebery (s), 1290, McLean	
Murray and Murphy	
Mauritius—Giuseppe Accame, 472, —	
Melbourne—Loch Etive, 1235, Stewart	
Melbourne—Loch Shiel, 1218, Radford	
Melbourne—Tinto Hill, 2056, Hall	
Montevideo, &c—Canadian (s), 1589, Kerr	
Naples, &c—Belgravia (s), 3275, —	
Oporto—City of Malaga (s), 634, Gough	
Rangoon—Arracan (s), 1859, Dunbar	
San Francisco—Fooling-Suez, 1090, —	
San Francisco—Fung Fui, 1090, Newell	
Shanghai, &c—Claymore (s), 2555, —	
Sydney—Pass of Balmain, 1500, Hay	
Sydney, &c—Buteshire, 1900, M'Gibbon	
Sydney—Andrew Welsh, 900, Marston	
Sydney—Pitcairn Island, 1300, Cornwell	
Sydney—Port Carlisle, 1300, —, Aitken, Lilburn & Co	
Valparaiso—Esmeralda, 730, Blair, Cree	
Victoria (BC)—Islander (s), 1600, Robertson	

FROM CARDIFF.

Aden—Elton (s), 1708, Campbell
Aden—Wave (s), 1546, McCarthy
Archangel—Albertina (s), 469, Blackburn
Algoa Bay—William Duthie, 953, Gillen
Alexandria—Rossend Castle (s), 1136, Stranghaw
Bahia—Fremtiden, 388, ——— Tellefsen
Bahia, or Pernambuco—Theis Lundegard, 461, Reinertsen
Bombay—Indiana (s), 2337, Burkill
Buenos Ayres—Merioneth, 1396
Buenos Ayres—Chipewa, 1072, Lynch
Bahia—Glitter, 421, Marcussen, Tellefsen
Barcelona—Pelayo (s), 1187, Puelles
Bombay—Methley Hall (s), 2241, Buck
Buenos Ayres—Gurli, 721, Tellefsen
Buenos Ayres—N S del Sacro Cuore de Gesu, 543
Buenos Ayres—Pellegró, 444, Oneto
Buenos Ayres—Alfredo, 411, Di Guidi
Buenos Ayres—Fidelta, 628, Pasce
Buenos Ayres—Gio Battista O, 438, Ollvari
Buenos Ayres—Ole Smith Ploug, 651, Amundsen
Buenos Ayres—Union, 483, Staaham
Buenos Ayres—Emilia, 454, Schaffino
Buenos Ayres—Havrand, 534, Ultmars
Buenos Ayres—Johannes, 774, Jerssen
Buenos Ayres, Lobo, 220, Pettersen
Cape Town—Alba, 302, Sanguinete
Cape Town—Urania, 1287, Sorensen
Cape Town—Otac Niko, 1048, Catloflovich
Cape Verds—St Christopher, 610, Klemann
Cape Verds—Canada, 485, Herman
Christiania—Vikings, 277, Halstensen
Corunna—Aurore, 122, Stephany
Cadiz—Ganger Rolf, 366, ———
Cape Town—Carl, 1099, Monard
Colombo—Aladdin, 1640, Shand
Colombo—Glanivior, 484, Thomas
Cape Town—Cardiff, 1084, Haggia
Constantinople—Cheniston (s), 1394, Sheldrak
Copenhagen—Avance, 211, Olsen
Frey Bentos—Crickett, 320, Cranch
Fernando Po—Mary, 292, Davidson
Genoa—Amicizia 536, Maccagli
Genoa—Nilo, 428, Ferrari
Gibraltar—Rhyl (s), 883, Mare
Havana—Neptune, 429, Tobaien
Havana—Northern (s), 1461, Watson
Huelva—Prado (s), 676, Campbell
Iquique—Bernard, 1645 Simpson
Iquique—King Alfred, 1048, Rutherford
Iquique—Carmoney, 1255, Patey
Lisbon—Galatz (s), 571, Perheroe
Lisbon—Zayda, 199, Fishpool
Labrador—Fitzclarence (s), 584, Clunie
Mauritius—Regent Murray, 818, Routledge
Madeira—Hebron, 120, Hodna
Madeira or Las Palmas—Abydos (s), 1069, Smith
Mahe—Assumption (s), 646, Marsomble
Malta—Castle Eden (s), 1565, Jones
Malta—Crescent (s), 1380, Jeffersen
Malta—Southgate (s), 1142, Bamsdale
Malta—Trevoza (s), 1014, Daniel
Montevideo—Chrysolite, 1311
Montevideo—Mary Stewart, 1071
Montevideo—Adelaide, 596, Basso
Montevideo—Udine, 796, Coboevich
Montevideo—Prince Rupert, 11638, C'Mally
Montevideo—Marietta Brailli, 920, Krellich
Montevideo—Volutrno, 571, —

To.	Ship.	Captain.	Size.	Dock.
Odessa, &c—	Lauderdale (s), 1133,			
Odense—	Anna Catherina, 120,	Jensen		
Palma (Majoreca)—	Anibal, 331,			
Panama—	Abbotsford, 1178,	Oisgren		
Para—	Arbutus, 398,	Bligh		
Para—	Portuense (s), 939,	Hewes		
Panama—	Demarchi, 469,	Schiaffino		
Port Said—	Bidar s, 1891,	Cunningham		
Rio Janeiro—	Anna, 919,	Hansen		
Rio Janeiro—	Magdala, 1172,	Petersen		
Rangoon—	Port Yarrock, 1317,	Peattie		
Rio Janeiro—	Kambira, 1952,	Brownell		
Rio Janeiro—	Eda, 567,	Andersen		
Rio Janeiro—	Prince Victor, 1114,	Pande		
Rosario—	Alcide, 473,	Mollinari		
Rosario—	Stella Matutina, 291,	Lavagna		
St. Catherine's—	Palestine, 233,	Williams		
St. Vincent—	Alson, 588,			
St. Vincent—	Norfolk (s), 1158,	Woolston		
St. Vincent—	Trabant, 380,			
San Francisco, &c—	San Mateo, 1928,	Cordwell		
Santos—	Divico, 501,	Motter		
Singapore—	Dreha, 1461,	Haesloop		
Singapore—	Schiaffino Padre, 773,	Schiaffino		
Singapore—	Fidia D, 749,	Pagliano		
Singapore—	Liguri, 744,	Sarzani		
Singapore—	Richard Rickmers, 1345,	Bruhn		
Tripoli—	Maria Lauretta, 449,			
Tarragona, Luz, 306,				
Tarragona—	Rosa, 325,	Llorens		
Tucacas—	Edgar, 435,	Snebler		
Vera Cruz—	Canton (s), 1176,	Park		

FROM HULL.

Abo, &c—Clio (s), 557, Bjorkquist
Abo, &c—Orion (s), 591, Jacobsen
Arendal—Diamanten, 393, Terkelsen
Buenos Ayres—Carmelina, 871, Olivari
Buenos Ayres—Ernst, 659, Ahrens
Danzic—Tiger (s), 510, North
Harnas—Ida, 308, Petersen
Kongsberg—Louise (s), 703, Brabrand
Lulea—Fairfield (s), 1157, Millington
New York—Ringhorn, 951, Bentsen
Pisagua—Thalia, 1060, Stolp
St. Petersburg—Elma (s), 1015, Campbell
Venice, &c—Rosario (s), 1221, Brown.

FROM NEWCASTLE.

Ahus—Josephine, 160, Larsson
Cronstadt—Ybarra No 4 (s), 1441, Bareno
Danzic—Carlos (s), 615, Plath
Figueira—Gjermund, 99, Olsen
Fredrikshald—Aurora, 179, Petersen
Genoa—Suez (s), 1407, Humphries
Guayaquil—Hermann, 444, Fraulsen
Helsingborg—Bethania, 123, Johnsen
Kallundborg—Tangen, 163, Ugelstad
Lisbon—Baltic, 118, Storbang
Rostock—Wolf (s), 393, Brown
Santos—Skudenes, 451, Eliassen
St. Petersburg—Sirius, 167, Meyer
St. Petersburg—William Bailey (s), 1199, Taunton
Savona—Talavera (s), 1045, Chalmers
Tonsberg—St Thomas, 159, Jacobsen

FROM NEWPORT.

Alexandria—Port Jackson (s), 1727, Huddy
Bahia—Alma, 474, Woxholm
Bahia—Latona, 544, Garsen
Bahia—Solid, 493, Arentsen
Barcelona—Cerrito (s), 1090, Ward
Buenos Ayres—Alku, 707, Wallen
Buenos Ayres—Lindesnaes, 534, Mathias
Buenos Ayres—Flora, 742, Halvetsen
Buenos Ayres—Margherita, 498, Trapani
Buenos Ayres—Verena, 448, Nielsen
Buenos Ayres—Fritthof, 517, Dalen
Cape Verdes—Atlantic 465, Jager
Dakar—Rialte, 438, Jorgensen
Demerara—Fri, 477, Christensen
Ensenada—Famiglia E, 556, Morchio
Francois (Mart)—Georgesville, 294, Aguesse
Galatz, &c—Muriel (s), 885, Hansey
Genoa—Darwin (s), 1679, Williams
Gibraltar—Monmouthshire (s), 789, Grunnah
Jamaica—Dristig, 422, Falberg
Las Palmas—S W Kelly (s), 703, Horne
Leghorn—Agnoria (s), 880, Sargent
Martinique—Marie Kuyper, 361, Maas
Naples—Cartago Nova (s), 1293, Brown
Naples—San Gaetano, 411, Mazella
Para—Hedwig, 321, Burnester
Para—Rosaling, 352, Russell
Paysandu—Ocean Spray, 252, Pearn
Pointe-a-Pitre—Salvator, 196, Gosse
Port Said—Tudor Prince (s), 985, Innes
Rio Janeiro—Rosenberg, 860, Thorsen
Rosario—Britannia, 431, Valle
Rosario—Gilsland, 332, Lark
Rosario—Maud Scammell, 593, Bell
Rosario—Emma Parker, 498, Larsen
Rosario—Pacille, 398, Davies
Rosario—Roma, 495, Tonnessen
Smyrna—Fitzroy (s), 1064, Sandison
Syra—J. M. Lockwood (s), 1146, Wattlely
Valparaiso—Lady Wolsley 1237, Evans
Venice—Mary, 838, Prest

FROM SUNDERLAND

Cimbritshamn—Elise, 151, Strieback
Copenhagen—Christiansborg (s), 843, Schultz
Gothenburg—Prins Oscar (s), 604, Wahlstrom
Gothenburg—Albert Edward (s), 634, Ewerloff
Helsingfors—Lotta, 140, Abrahamsen
Moss—Revenue, 121, Grier
Riga—Norma, 357, Busch
Riga—Amaranth, 243, Lehmann
Skien—Hakon Adelsteen, 217, Anderson
Trelleborg—Anna, 252, Abrahamsen
Uddewalla—Ida, 165, Ohnberg

FROM SWAN: EA.

Barbadoes—San Juan, 295, Bracke
Buenos Ayres—Elsette, 863—
Buenos Ayres—Bridesmaid, 497, Davies
Catania—Antonia Casabona, 540, —
Ensenada—Cicero, 468, Dove
Galveston—Vivid, 423,
Lisbon—Rinuschen, 298, Panke
Madeira—Lady Elibank, 219, Hickam
Malmo—Scandia, 383, Olsen
Maranham—Mustang, 350, Birkeland
Montreal—Ripon City (s), 1834, Brochie

To.	Ship.	Captain.	Size.	Dock.
Naples—	Concezione, 361,			
Naples—	Easington (s), 1164,	Morgan		
Philadelphia—	Maine (s), 1832,			
Port Nolloth—	Golconda, 499,	Sulaw		
Paysandu—	Nipote, 403,			
Simon's Bay—	Powhattan, 349,	Oats		
Singapore—	Angelica Accame, 662,	Niggi		

NAUTICAL NEWS.

Continued from page 9.

A LARGE silk balloon, numbered V.O. 422, has been picked up at sea by the Ice Company's smack *Boneta*, in lat. 54 30, lon. 6 40.

Falls of Halladale, laden with iron, which had been almost given up, has arrived at New York, after a voyage of 168 days from Calcutta.

At the meeting of the Aberdeen iron ship-builders it has been resolved to keep to the resolution to stay out until the masters come to terms.

MR. BRADLAUGH, M.P., addressing a meeting at Northampton, has stated his intention to bring the grievances of India before the House of Commons year by year.

It is stated that the Board of Admiralty has decided to revive the office of Director of Transports, which was abolished after Lord Charles Beresford's resignation last year.

GOOD progress is being made with the new Danish first-class cruiser, the *Folkgrien*, at the Royal dockyards, Copenhagen, and she will probably be launched within the next two or three months.

A DREDGER of considerable dimensions has recently been built at St. Petersburg. It is intended for the harbour of Archangel, and has a length of 131ft., a breadth of 30ft., and a depth of 64ft.

THE Japanese Government have decided to expend 10,000,000 sterling during the next five years in the purchase of ironclads. With this sum it is estimated that 15 ironclads and 30 torpedo boats can be obtained.

AT Leith last week the arrivals from foreign ports with cargoes were 18 steamers, of a tonnage of 10,449 tons, and seven sailing vessels of 880 tons, as against 17 steamers of 12,022 tons, and 13 sailing vessels of 2,782 tons last week.

THE fastest armed cruiser in the world is said to be the German vessel *Greif*, which has a displacement of 2,000 tons, and is fitted with engines of 5,400 indicated horse-power. On the voyage from Kiel to Wilhelmshaven a speed of 23 knots was obtained.

ON Saturday, there sailed from Sunderland for Melbourne the latest addition to Messrs. Huddart, Parker, and Co.'s fleet of Australian passenger steamships, the screw steel steamer, *Coogee*. A model of the *Coogee* will be exhibited in the present Melbourne Exhibition.

DURING last year at Batoum British shipping and trade considerably increased, the tonnage having risen by 17,809 tons, or 17 per cent., while that of all other countries diminished by 56,388 tons, or 10½ per cent., and the value of imports by £71,000, or 68½ per cent.

NEW ORLEANS, since the construction of the Eads jetties, has become one of the deepest ports in the world. The least depth through the jetties is 31ft. 6in. by the last report of the United States engineers, a 30ft. channel being 180ft. wide. Above the jetties, in the pass, the minimum depth is 27ft., and vessels of this draft can ascend or descend the river without risk.

A WELSH paper understands that the overtures which were made and the negotiations which had been concluded up to a certain point for the amalgamation of the Eastern Dry Dock Company and Messrs. Mordey, Carney and Company, at Newport, have not resulted in a juncture. Some suggestions have been made for leasing the dock owned by the Eastern Company.

THE largest vessel ever constructed in Brooklyn, the United States turret-ship *Maine*, is being rapidly proceeded with. She is to be of 6,648 tons burden, her length will be 310ft., her beam 57ft., and she will draw 21½ft. of water. Her armour belt is to be 11in. thick, and her safety will be further secured by 174 water-tight compartments. Besides the heavy guns in her turrets, she will be furnished with four Gatlings.

IN consequence of the accident to the steamer *Dundee* at Newburgh six weeks ago, the Board of Trade have entered into correspondence with the harbour authorities at Dundee and

Perth with a view to the better buoying of the river. The Dundee Harbour Trustees have given instructions to put up a number of additional seamarks between the Tay Bridge and Balmerino, where their jurisdiction ceases; and it is expected the Perth authorities will see to the better buoying of the upper reaches of the river.

IN reference to Captain Wiggins's new trade route to Siberia it is announced from St. Petersburg that an Imperial order has been promulgated permitting for the remainder of the present year the importation, free of duty, of foreign merchandise at the mouth of the Obi, and granting the same privilege to goods imported from abroad at the mouth of the Yenisei, until the end of the year 1892. The details in connection with this arrangement will be fixed by the Minister of Finance.

AT Liverpool Police-court, on Monday, Joseph Ferrier, master of the *Marion Ross*, a brigantine of 100 tons, was summoned for carrying a seaman to sea without entering into an agreement with him in the form and manner and at the place and time required by the Merchant Shipping Act, 1854. The offence, which was admitted, consisted in sailing from Boulogne to Lisbon without having made out fresh articles. A fine of 10s. and costs was imposed, in all £4 2s. 6d.

THE *New York Herald* says:—Another new line of steamships is to be established between New York and England. There will be six steamers, and three are now under process of construction—one at Whitehaven, England, and two at Glasgow. The purpose of the line, which will be owned by the West India Lloyd Steamship Company, is to afford a more rapid means of transporting tropical fruits to New York and England, and also a more enjoyable route to England than the direct one across the Atlantic.

THE handsome and substantial lifeboat built by the National Lifeboat Institution for St. Peter's Port, Guernsey, passed through a portion of London on Saturday, and along the Embankment, on its way to the Nine Elms station. It has been constructed by Messrs. Forrest and Co., of Commercial-road, on the latest approved principles; and has just been tried in the creek at Limehouse, where, immersed in the water in a reversed position, it was found to right and empty itself in less than two minutes.

CHARGE AGAINST A SHIP'S OFFICER.—At a special sitting of the Gravesend borough justices, Mr. Henry Latham Hutchinson, third officer of the yacht *Ceylon*, has been charged with assaulting Albert Dixon by pushing him overboard and thereby causing his death, on August 4th. From the evidence it appeared that on the day mentioned the *Ceylon* sailed from Gravesend with passengers for the coast of Norway. Shortly before eight o'clock in the evening, when the vessel was between the Maplin Sands and the Mouse Light, the pilot (Mr. Joseph Gray) directed the lights to be put up. This order was partly obeyed by Dixon, the lamp trimmer, but the binnacle light, required by the man at the wheel, was not put in its place, and on Dixon's attention being drawn to this, an altercation took place between him and Mr. Hutchinson, who was in charge of the watch. Dixon went on to the bridge and was requested by prisoner to leave, but as he declined to do so prisoner pushed him. One witness said Dixon "squared up" to the officer before the pushing took place. However, the second or third push caused Dixon to fall down the bridge ladder, and his body coming into contact with a meat safe, he rolled over the bulwarks into the water. Prisoner noticing this, at once raised the alarm "Man overboard," and threw out a life-buoy, while the starboard cutter with five men on board was lowered as soon as possible. The body, however, was not recovered, and the ship proceeded on her way, returning to the Thames on Sunday, August 19th. Captain Sydney Caines, R.N.R., gave evidence for the defence, to the effect that on the day in question Dixon was under the influence of liquor, his behaviour being most offensive towards the officer of the watch, who was quite justified in removing him from the bridge. Any intention on the part of the prisoner to put Dixon into the water was stoutly denied. Ultimately the further hearing of the case was adjourned, owing to the absence of a quartermaster named Brady, who was one of those who laid the information. Bail was granted prisoner in £100 and two sureties of £100 each.

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